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Is it an art or magic—all this snake charming stuff? Most people think it's magic, like making a good curry, yet everyone knows that's an art. In the East the whole thing's very complicated; they blend Coriander with Cumin with Chillies with Turmeric with Allspice with Caraway and Mustard and Cardamom and Cloves and Garlic and . . . oh goodness knows what else! The simplest way of tasting a really good curry of course is by opening a tin of Brand's. Chicken, Veal or Beef, you can't go wrong, just serve with your favourite vegetables or rice. Most people are eating Brand's tasty curries these days. It's the right thing to do, and apart from anything else, they make a wonderful meal.

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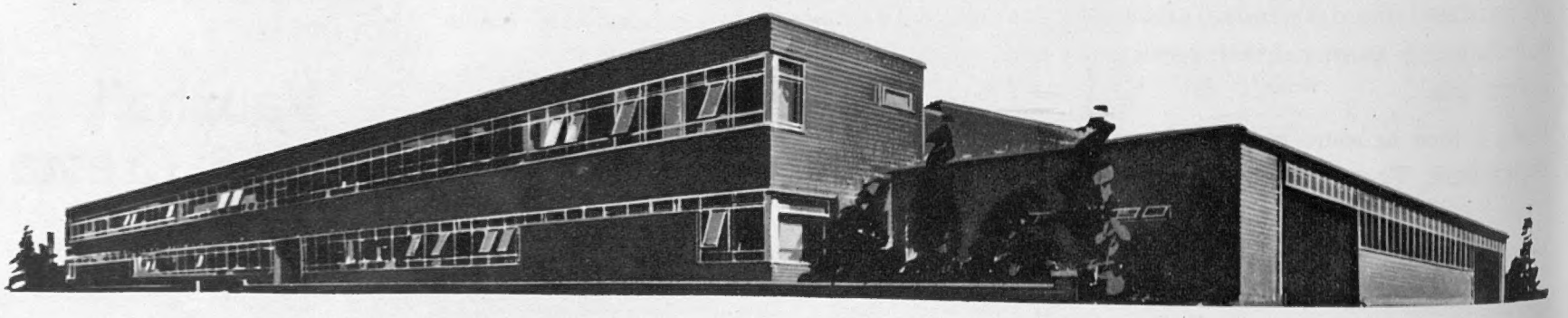

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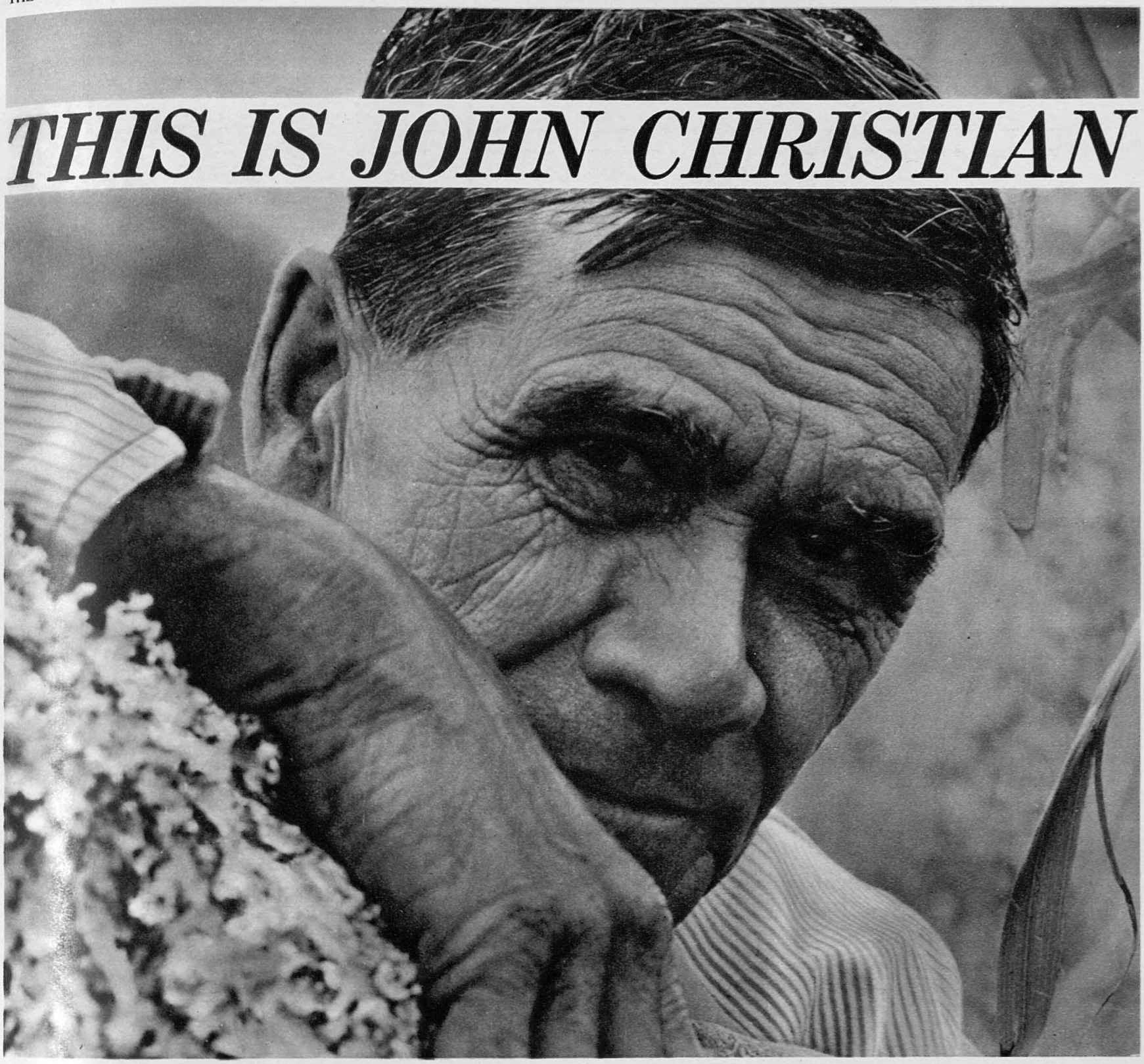
THIS IS JOHN CHRISTIAN



John Christian, Chief Magistrate of Pitcairn. He wrote the letter.

THIS IS JOHN CHRISTIAN. Direct descendant of Fletcher Christian. Fletcher Christian, acting mate of His Majesty's Armed Vessel 'Bounty,' the most famous mutineer in the world. Christian of Pitcairn.

And this man is Christian of Pitcairn, too, Chief Magistrate of the Pitcairn Islands, that remote mutiny-inspired settlement lost in the mid-immensity of the vast Pacific Ocean.

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CHRISTIAN WRITES A LETTER

Which is why, on Sunday, 20th November, 1960, John Christian sits down to write a letter. A letter on behalf of each of Pitcairn's 126 inhabitants.

A letter to British Petroleum in London.

'Fuel supplies on the Island are far from satisfactory', he says.

'Will your company give consideration to this problem? Could your ships bring our year's supply?'

It's not a large supply. About £300 worth in fact.

But British Petroleum believes that people, and their problems, matter.

ATTENTION BRITISH CURLEW

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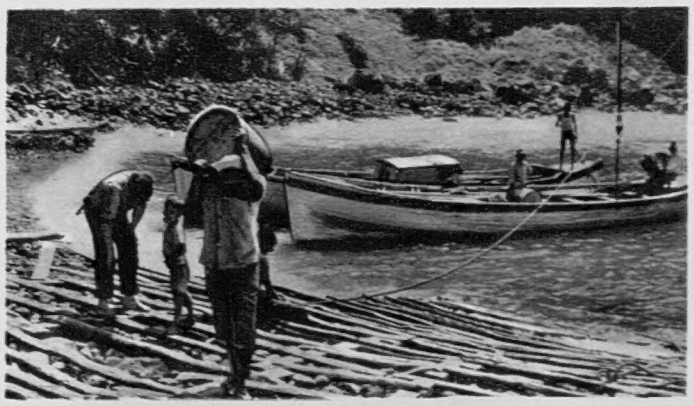
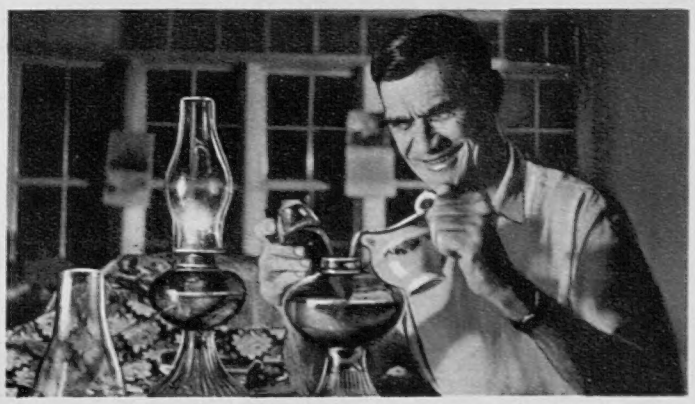
Thanks to BP the Island is re-fuelled again.

BP

BRITISH PETROLEUM



The drums of BP products come ashore.



Christian fills his paraffin lamp. Thanks to BP.

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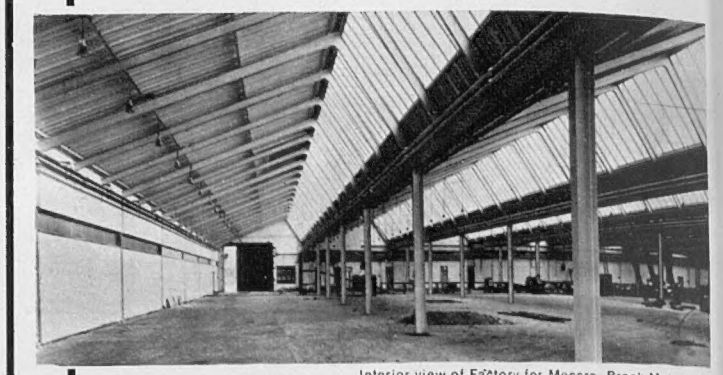
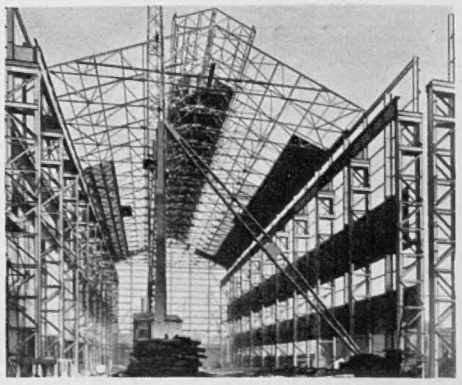


Interior view of Factory for Messrs. Brook Motors Ltd.



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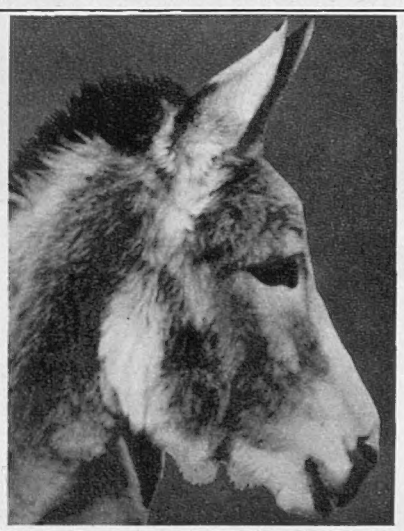

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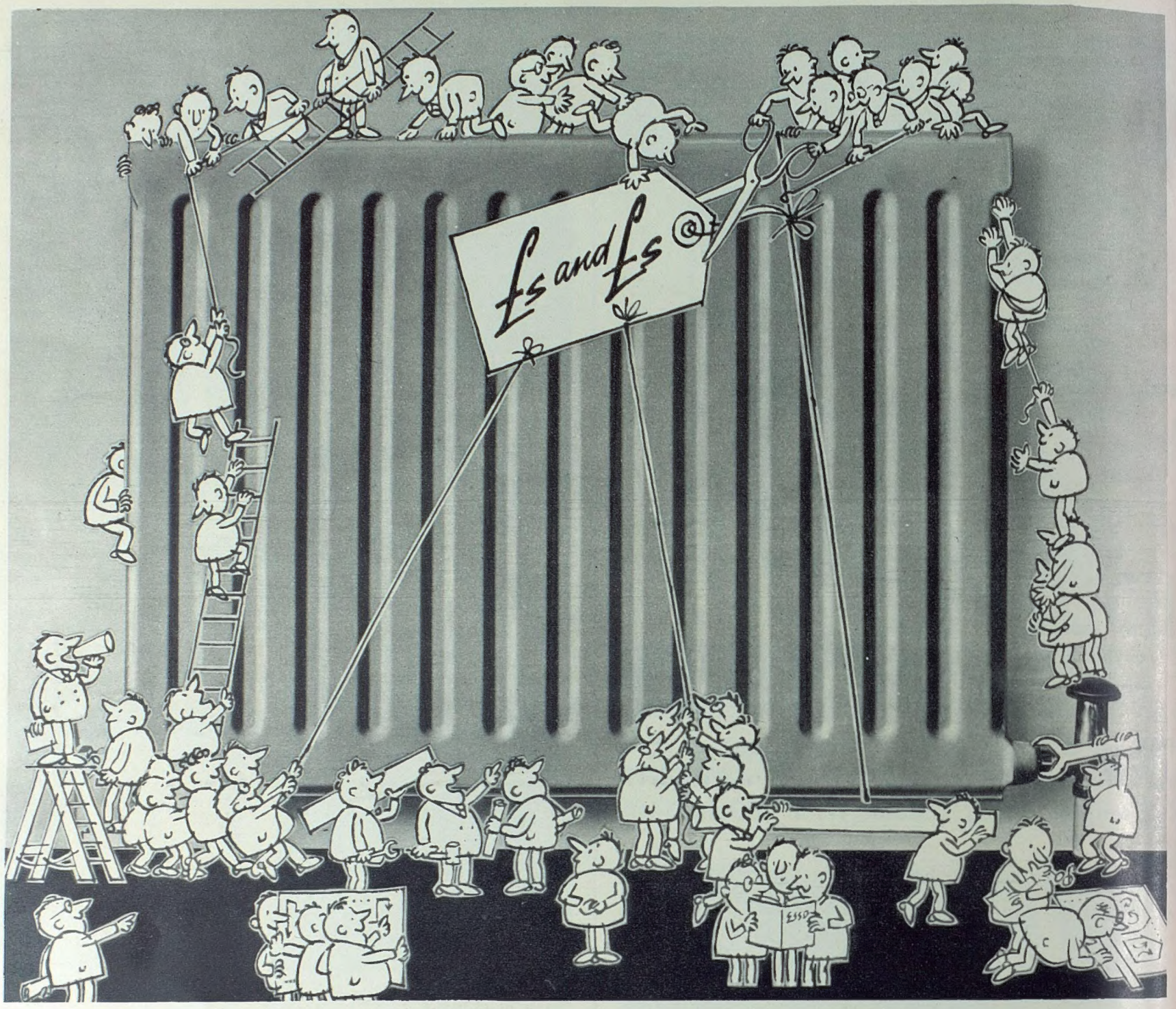

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Volume CCXLVII No. 3210

THE SPHERE

LONDON, December 9, 1961

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With which are incorporated *The Graphic* and *Black & White*

SIR WINSTON'S 87TH BIRTHDAY

Sir Winston Churchill, accompanied by Lady Churchill, leaves his London home to go to the Commons on the afternoon of his eighty-seventh birthday. As the Father of the House entered the Chamber, members on all sides cheered and waved order papers and, although it is strictly against the rules, clapping started in the public gallery and was permitted to continue. Sir David Eccles, the Minister of Education, answering Questions at the time, expressed the good wishes of the House and Mr. Gaitskell put a "Supplementary," asking the Member for Woodford to appreciate the pride and pleasure all felt on his eighty-seventh birthday and on "his presence amongst us on this historic occasion." Sir Winston rose to renewed cheers to say "I am very grateful to you all." His voice was first heard in the House sixty-one years ago when he was elected M.P. for Oldham

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NEWS SUMMARY

The United Nations and Communist China; the resignation of Dr. O'Brien; new plans for Greater London; Castro shows his hand; calls for action in the Far East

INTERNATIONAL

The United Nations was faced at the start of this week by two complex problems, the possible admission of Red **China** and the future of **Congo.** For the first time since the Communists came to power in Pekin, the U.N. General Assembly in New York was holding a full dress debate on the question of "a change in the representation of China." (In previous years the Assembly has always decided not to consider such proposals.) For the discussion in the current session, the United States and four other countries tabled a draft resolution that any alteration in the Chinese representation was "an important question." Russia, on the other hand, maintained it was "procedural." This raised a point of great significance, for under the Assembly rules a procedural question can be decided by a simple majority but an important one requires a two-thirds majority for a decision to be implemented on it. The initial debate regarding which category should be taken to include the Chinese representation was expected to last at least two or three days.

Developments in Congo centred on the resignation of the Irishman, Dr. Conor Cruse O'Brien, as the U.N. Chief in Katanga. At the same time he resigned from the Foreign Service of the Republic of Ireland. In statements to the Press Dr. O'Brien alleged Britain and France had obstructed him in carrying out the U.N. resolutions calling for withdrawal of all foreign mercenaries from Katanga.

Another leading figure in the Congo imbroglio, President Tshombe of Katanga, arrived in **Paris** on Sunday. French Government spokesmen stated that Mr. Tshombe was not being received officially.

President Tshombe of Katanga acknowledges the applause after making a speech in Elisabethville

GREAT BRITAIN

It was announced in **London** at the weekend that Mr. Frank Haxell, former General Secretary of the Electrical Trades Union, had resigned from the British Communist Party. A statement from the party executive said that Mr. Haxell had to accept the responsibility for a situation which had brought discredit on the union and its executive. In July this year, his election as E.T.U. General Secretary in December 1959 was declared void by a High Court judge.

Mr. Gaitskell made several changes in the "shadow cabinet" of the Parliamentary Labour Party. Mr. Harold Wilson moved from treasury to foreign affairs, Mr. James Callaghan became spokesman on treasury matters, and Mr. George Brown, formerly defence spokesman, exchanged portfolios with Mr. Patrick Gordon Walker, formerly in charge of home affairs. At the same time it was announced that Mr. Hilary Marquand, who held front-bench positions when Labour was in power, had resigned from Parliament to take up a post as Director of the International Institute for Labour studies in Geneva.

The Government published its proposals, based on the Herbert Report, for a reorganisation of local government in Greater London, which would incorporate London, Middlesex, and parts of Surrey, Essex, Kent and Hertfordshire in a new Council for Greater London. The proposals provoked strong opposition from Lord Morrison of Lambeth, who immediately made a vehement protest in the House of Lords. Lord Morrison as Mr. Herbert Morrison, M.P., led Labour nearly thirty years ago to gain the control of the L.C.C. which it has maintained since.

LATIN AMERICA

The Dominican Republic last week was in the grip of its first general strike for over thirty years. (During the rule of its dictator, the late Generalissimo Trujillo, no such demonstrations were tolerated.) The strike and the increasing enmity between the armed forces and opposition parties made it unlikely that the country would achieve a peaceful transition from Trujillo dictatorship to some form of democracy.

Briefly, the series of events was as follows. With U.S. warships standing by off the coast, President Balaguer announced plans for provisional Government. Discussions started in **Santo Domingo** between the Dominican Party (led by President Balaguer and the one-time official party) and the leading opposition group, the National Civic Union. The N.C.U. proposed that the President should step down in favour of a governing junta. In support of this proposal, a general strike was called. This was almost totally successful. The armed forces stepped in to keep order. Negotiations broke down when it became clear that the leaders of the armed forces, supporting President Balaguer, were imposing unacceptable conditions for their inclusion in the Government. There were further demonstrations and riots. Last weekend it was announced that President Balaguer was ill but that negotiations had been restarted.

In **Havana,** Cuba, Dr. Castro, the Prime Minister, speaking in a five-hour television address, for the first time acknowledged in public his allegiance to Communism. He announced that he was a "Marxist-Leninist" and that he was leading Cuba towards Communism. His speech was thought to have accelerated the opposition to his regime among members states of the Organisation of American States.

FAR EAST

The political and military situation in Laos has grown worse during recent weeks. From **Geneva,** where the fourteen-nation conference on Laos is meeting, the co-chairmen, Lord Home, the U.K. Foreign Secretary, and Mr. Gromyko, the Soviet Foreign Minister, sent last weekend an urgent message to the "high representatives" in Laos. The appeal was addressed to the three princes leading the rival Laotion factions, to collaborate in a coalition and to ensure a strict observance of the cease-fire agreement. The message indicated that the Geneva Conference was close to reaching political agreement.

In **Zurich,** on June 22, the neutralist Prince Souvanna Phouma, the right-wing Prince Boun Oum and the left-wing Prince Souvannouvong agreed on a programme for a united, independent and neutral Laos. At **Ban Hin Heup,** in Laos, on October 8, they agreed that Prince Souvanna Phouma should lead a coalition Government. Neither of these decisions had been implemented up to last weekend.

There have been few signs to suggest any optimism over the future of South Vietnam. It has been reported from Washington that the U.S. Government intends to publish evidence of North Vietnamese aggression against its neighbour. The U.S. State Department has shown increasing concern over Communist infiltration into South Vietnam, but has limited U.S. intervention, in support of President Ngo Dinh Diem, to advisers and supplies. At the same time, U.S. attempts to get President Ngo Dinh Diem to institute democratic reforms in his country have been frustrated.

YUGOSLAVIA

Addressing the Central Committee of the Yugoslav Communist Party, President Tito attacked members of the party and sought changes in its organisation. He said that many Yugoslavs, following the development of their country, "sometimes acted more like capitalists than Communists." There are indications that Yugoslavia is in economic difficulties, in part caused by cuts in U.S. aid.

THE NEWS IN PICTURES

THE HEIGHTENED FRONTIER BETWEEN EAST AND WEST BERLIN

The wall between the Communist and West Sectors of Berlin curves round the Brandenburg Gate. The barrier to prevent the exodus of East Germans into freedom, which was first erected in August, was increased in height last month. Still further reinforcements to many sections of the Communist barricades were reportedly being made early this week. Cranes had been brought up on the East side and lorries were arriving with building materials. At various points on the West side British and American troops in battle order were on the watch. On the same day the West Berlin Democratic Party was holding a meeting under the chairmanship of Herr Brandt, the Mayor of West Berlin. A motion was adopted suggesting that a conference of the fifty-two nations which fought against Germany in the war should meet to discuss the future of Berlin and Germany

TANGANYIKA'S TORCH OF UNITY

Far left: Mr. Nyerere, the Prime Minister of Tanganyika, hands over the symbolic torch of unity to the Tanganyika Army's first African officer, Second Lieutenant Nyirenda. The torch was to be placed at the summit of Mount Kilimanjaro at the raising of Tanganyika's new flag at midnight on December 8. This ceremony was to coincide with that in Dar es Salaam before the Duke of Edinburgh, who was to be present at Tanganyika's independence celebrations. The torch is engraved with an inscription meaning freedom and unity. (See also Voice of the Commonwealth, pages 398-401)

MR. MAUDLING MEETS DR. BANDA AND MEMBERS OF HIS PARTY

Dr. Banda, President of the Malawi Congress Party in Nyasaland, introduces Mr. Maudling, the Colonial Secretary, to members of his party. Mr. Maudling was on a visit to the Federation of Rhodesia and Nyasaland. After talks in Zomba, the capital of Nyasaland, with Dr. Banda and the Governor, Sir Glyn Jones, the Colonial Secretary went to Lusaka in Northern Rhodesia, to meet Mr. Kenneth Kaunda, leader of the United National Independence Party

AN ARCHBISHOP'S TRIBUTE TO GANDHI

Far left: Dr. Michael Ramsey, the Archbishop of Canterbury, pays his homage at the memorial to Gandhi in Delhi on the spot where the Mahatma was assassinated in 1948. The Archbishop was in the Indian capital for the meeting of the World Council of Churches, due to end this week

COMMEMORATING AN ACTION IN THE KOREAN WAR

The colour-bearer of the 41 Commando Royal Marines, receives in Plymouth the U.S. Presidential Unit Citation streamer from Major-General Cartwright-Taylor, Commander, Plymouth Group, Royal Marines, on behalf of President Kennedy. The award is to commemorate an action in which 41 Commando took part in Korea in 1950

The chimpanzee Enos lies in his container before his flight in a Mercury space capsule twice round the earth. **Far right:** The 125-ton Atlas rocket, carrying the capsule, makes a perfect take-off from Cape Canaveral in Florida. The chimpanzee and the Mercury capsule were recovered from the sea about 500 miles from Bermuda after the two orbits. It was planned that Enos would make three orbits but the flight was curtailed when overheating in the capsule was detected. Immediately after the flight, it was announced that Colonel John Glenn of the U.S. Marines had been chosen to make, in the near future, the first American attempt to put a man into orbit

ENOS IS PREPARED FOR ORBIT AND **right:** THE ROCKET ROARS SPACEWARDS FROM THE U.S.

General Kassem, Iraqi Prime Minister, leans over the wall of the gigantic Barbandi Khan dam in Salaymaniya Province in north-east Iraq. He had just inaugurated the dam which is part of an irrigation and flood prevention project. In his speech the General stated he would soon be introducing new and "just" laws concerning oil rights. This was in reference to his dispute with the Iraq Petroleum Company

IRRIGATION AND FLOOD PREVENTION IN IRAQ

Far right: London students with "Welcome to Britain" banners meet a newly arrived contingent of West Indian immigrants at Waterloo Station. This was intended as a demonstration of goodwill between the peoples of the Commonwealth and was sponsored by the Movement for Colonial Freedom. At one point Empire Loyalists staged a counter-demonstration

WELCOME TO IMMIGRANTS

A policeman holds back demonstrators in Paris calling for peace in Algeria. Last week the tension over the Algerian problem appeared to be increasing. In the National Assembly there were angy scenes when Right-wing deputies alleged there was a secret agreement between F.L.N. Algerian nationalists and Moscow. All knowledge of this was denied by M. Joxe, the Minister for Algerian Affairs. On the same day came the news that Brigitte Bardot, the actress, had received a letter allegedly from the extreme Right-wing O.A.S. threatening her with reprisals unless she paid a "tax" of N.F. 50,000 (£3,650) to them. She replied, refusing to pay. **Far right:** A broom is waved aloft by a speaker at a meeting in Milan of an Italian farmers' organisation which seeks reduction of taxes on agricultural products. The broom was intended as a symbol for sweeping away "bureaucratic muddle." Later farmers on a demonstration march through the streets of the city clashed with police

DEMONSTRATION IN PARIS

BROOM TO SWEEEP CLEAN

THE NEWS IN PICTURES

Lord Snowdon hands the baby Viscount Linley to Princess Margaret as they enter their car to drive from Clarence House to their home in Kensington Palace. Before they started on the car journey, they posed with their son for photographs at the door of Clarence House. They were joined by the Queen Mother for some of the time. Earlier last week it was announced that the Christian names chosen for Viscount Linley were to be David Albert Charles. The name David was chosen because it is one that Princess Margaret and her husband very much like, because of Lord Snowdon's Welsh ties and because it was the name of the late Sir David Bowes-Lyon, brother of the Queen Mother

A FAMILY GOES HOME—FROM CLARENCE HOUSE TO KENSINGTON PALACE

PRINCESS ALEXANDRA'S FAR EAST TOUR

Princess Alexandra walks barefoot during her visit to the famous Buddhist shrine, the Shwedagon Pagoda, in Rangoon. It is a venerated custom that no one shall enter the temple unless they are barefoot. On the right is U Ba Gyan, the trustee of the Shwedagon Pagoda. During her visit the Princess made a donation of £380 towards the temple's upkeep. On her Far East Tour, Princess Alexandra last week arrived by air in Rangoon, the Burmese capital, at the beginning of a nine-day visit. Among the engagements she undertook was to go to the Tauk Kyan cemetery, the largest British Commonwealth war grave site in the Far East. At a presentation in the Presidential Mansion in Rangoon, U Win Maung, the Burmese President, made a personal gift to Princess Alexandra of a set of rubies, specially brought from mines in Upper Burma. Before she arrived in Rangoon, the Princess was the guest of King Bhumipol and Queen Sirikit of Thailand. Below: Princess Alexandra walks with Queen Sirikit to a traditional festival on the Chao Phya river, not far from Bangkok

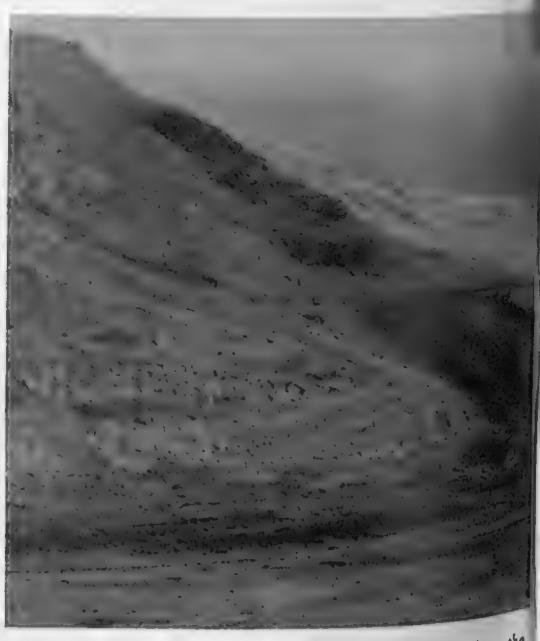
QUEEN AND PRINCESS

During the State Ball in Freetown, the Queen dances with Sir Milton Margai, the Prime Minister. **Right:** The Duke of Edinburgh partners Mrs. Mustapha, wife of the deputy Premier

IN SIERRA LEONE

At the end of the week-long Royal visit to Sierra Leone, the Queen presided over the country's Parliament, meeting on Tower Hill, Freetown. It was the first time she had presided over any Parliament of an independent African country. Welcoming her, Sir Milton Margai, the Prime Minister, said "We know from what we have seen and heard that you feel at home with us. Secondly, we receive your Majesty with the respect due to the head of the Commonwealth, and with the importance we ourselves attach to this far-flung company of countries." The ceremonial of the occasion provided a climax to the Royal visit which had been marked by a whole-hearted warmth and enthusiasm. During their stay, the Queen and the Duke of Edinburgh saw something of the industrial developments of the country and of the ceremonies and dancing of the tribes and societies. At the durbar at Bo, the fifty-two chiefs of the region came together for the first time to pay their respects. From Sierra Leone, the Queen went to Gambia. She was to return to London this week.

At an alluvial diamond mining site on the Kenja river, the Queen, from the terrace, watches the workmen sift the gravel

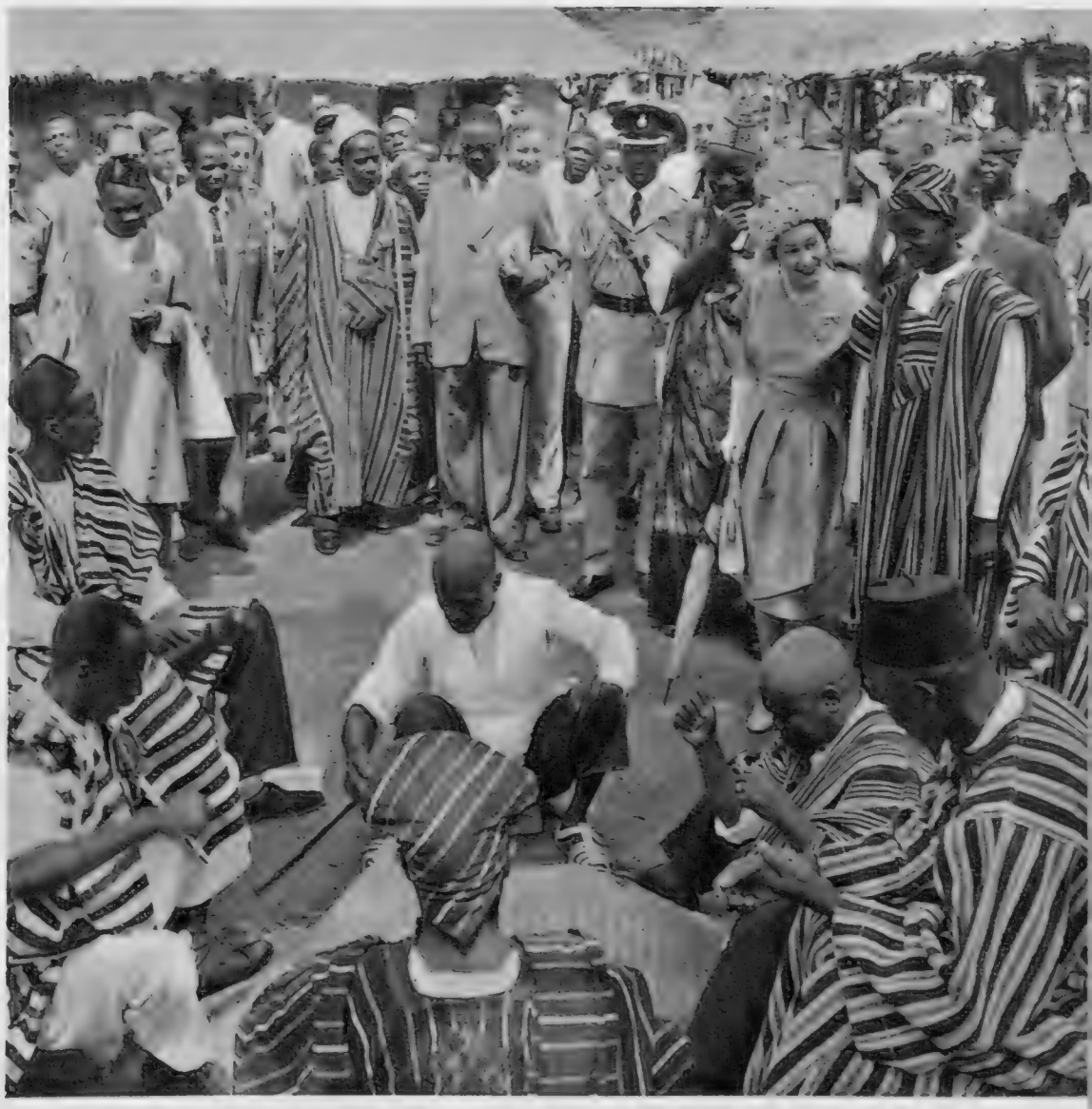


The Queen and Prince Philip ride in an open vehicle to the

Dancers perform in front of the Queen and the Duke of Edinburgh at the durbar at Bo, in the interior of Sierra Leone. Some 4,000 people took part in the displays

At Bo Sir Milton Margai and the Queen join in the laughter

diamond mining area



While at the Royal Show at Kenema, the Queen sees a popular gambling game in progress

JOHN CONNELL

NEGOTIATIONS AND JAW-JAW

It used to be held by one school of thought that war is only an extension of diplomacy by other means than negotiation. This theory served the Germans well for about three-quarters of a century, because it salved their consciences completely about any tiresome questions of war guilt. Another school, rather more liberal and less morally obtuse, holds (in agreement with the Defence Correspondent of *The Guardian*) that " war is what happens when diplomacy fails."

Neither theory, however, completely explains the current situation. Fourteen or fifteen years of the Cold War have not abated its fundamentally warlike qualities. Fronts may change, minor and tactical issues become irrelevant, some tensions may relax and others may tauten: yet the fact (and it is a bleak enough fact to face a fortnight before Christmas—the seventeenth Christmas since the end of World War II) is that for us the war is not finished, and there is grim reason to believe that it will never finish in our time. It is an open war in regions and on distant battlefields, which most of us prefer to think concern us little—Laos, Algeria, or the Congo, but there is a persistent ugly trickle of casualties, unacknowledged, unsung, but not unwept. It is also a secret war, fought out bitterly and mercilessly, in big skyscraper offices, round committee tables, and (as espionage trials have a lurid way of revealing) in dim and respectable suburban villas where behind the three-piece there is a powerful radio transmitter, and even the tin of talcum powder in the bathroom is highly suspect.

Yet at the same time, and ceaselessly, though on different planes, diplomatic negotiations continue—openly in conference after conference, and secretly in all manner of confidential, unpublicised and unrecorded discussions. There is diplomacy by broadcast, diplomacy by newpaper or television interview, and diplomacy by the dear old-fashioned " calculated leak." We have seen all these processes almost exuberantly at work in the past fortnight or so. There has been a great deal of that " jaw, jaw " which, as Sir Winston Churchill once pointed out with urchin simplicity, is a fat lot better than " war-war."

One day last week I sat down and made a list of some of the principal sets of diplomatic negotiations which were currently in the news. By " in the news " I mean the subject of leading articles, of analyses and forecasts (of many varying degrees of lucidity and accuracy, I admit), and of television interviews. I daydreamed for a few seconds, my concentration wavered, and it seemed that behind columns and columns of print, through torrents of knife-edged conversation, and over a vast and flickering panorama of many-hued countenances, there loomed the face of Mr. Richard Dimbleby, a Cheshire cat without the grin, more episcopal than any bishop, large, bland and infinitely reassuring. I shook myself awake; pussy-bishop faded yet left behind a consolatory hope that, in a week's time, he and scores like him, of a dozen nationalities and tongues, would be still at it, analysing and commenting and forecasting; and Lord Russell's Doomsday would have been postponed.

Mr. Joseph Godber (left), Britain's Minister of State, Foreign Office, with Sir Michael Wright in Geneva for the resumption of the three-power conference on the banning of nuclear tests

For what are we to put our trust in, if not in the constant " useful exchange of views " which the communiqué-writers so industriously record? There is a simple and startling answer to that question—I heard a young undergraduate at a provincial university give it, the other day, with a passionate sincerity which brought him a solitary, tasteless jeer of " Hallelujah! "—but those who call themselves political realists only give it glancing attention, on Sundays, high feasts and holy days.

Meanwhile, Dr. Adenauer and President Kennedy had their useful exchange of views (add other appropriate adjectives *ad lib.*, such as " cordial and friendly " or " frank and far-ranging "—a full list may be purchased in the lobby); Mr. Macmillan and President de Gaulle walked across the autumnal lawns of Birch Grove; President Kekkonen went to Novosibirsk to see Mr. Khrushchev; Mr. Nehru gently slapped down President Nasser's attempt to convert a cosy chat into a neutralist summit; Mr. Edward Heath transformed a news-agency scoop into a White Paper; Mr. Khrushchev's son-in-law, who is the Editor of *Izvestia*, had an interview with President Kennedy, and honoured his promise to publish it in full; the nuclear test ban talks were resumed in Geneva, with the Russians putting forward a whole series of new proposals, which, however, the Western delegates looked at warily and with some pessimism.

Caution and disillusionment apart, the alternative to " jaw-jaw " is so hideous that it would be the most dreadful folly—to put it at its mildest—to attempt it. This is clearly—no, not clearly because nothing in Russia is really clear—the Russian view. And it is certainly President Kennedy's and Mr. Macmillan's. General de Gaulle has been portrayed as being out of step with the other Western leaders on this issue. De Gaulle, however, is no mad monster; and there can be no possible grounds for believing that he would, in the ultimate resort, prefer " war-war." What he believes (and he may well be right) is that Mr. Khrushchev is bluffing, and that it would be wiser to call his bluff rather than negotiate on his terms. Did Mr. Macmillan in that quiet weekend at Birch Grove persuade the General to change his mind? That is a question to which there is, I believe, only one monosyllabic answer.

Nevertheless—bluff or no bluff—negotiations must and will continue. Of course the Russians use hectoring, blackmail and sheer trickery as their habitual diplomatic techniques; and of course Western negotiators have learned, and have constantly to relearn, patience, restraint and self-discipline. If these virtues are difficult for them we must, I think, recognise that they are by no means always present in the minds and in the emotions of the people on whose behalf they have to negotiate.

There is an odd mood prevailing in the United States at present, consciousness of which is beginning to seep across the Atlantic. I am as devoted a reader of *The New Yorker* today as I was a quarter of a century ago; I mourn Ross and I mourn Thurber; and I am beginning to be anxious about the number of jokes, in the magazine week after week, about private atomic-bomb shelters. There was even, in the latest issue to come my way, a brilliant, macabre short story about a shelter. Is it becoming, along with a demand, at each recurrent crisis, to " chuck some U.S. hardware at them," part of the American way of life?

If so it is evidence of an enviable, but far from helpful, innocence about the realities of nuclear warfare and its consequences. And it makes the President's job of educating and sustaining public opinion a good deal more difficult than, in the optimism of the immediate post-election weeks last year, he seemed to realise it would be. " Isolationism," said Sir Harold Nicolson, in his 1943 introduction to a new edition of *Peacemaking 1919* (which is one of my basic textbooks), " is a constantly recurrent trend in American feeling." Building your own all-American shelter and talking boldly about throwing U.S. hardware at the Communists are present-day manifestations of that ancient, ineradicable isolationism.

There is another fundamental premise in ordinary American thinking: that life consists of a number of problems, all of which can be solved, swiftly and efficiently—by Americans and according to an American pattern. This amiable, if occasionally (to others) mildly irritating, belief did not do much harm in earlier times, when the hardware that could be chucked was limited in range, and there was not the power to obliterate the world, in the pursuit of a rapid " American " solution to its difficulties.

The readers of *Izvestia* may have been edified to read that Mr. Kennedy thought the gravest danger to peace was in the Soviet Union's desire to Communise the world. I am sure that that was by no means " tough " enough for the John Birch Society. But their wrath must have been even greater when he said in Seattle in mid-November: " We must face the fact that the U.S. is neither omnipotent nor omniscient, that we cannot always impose our will on the other 90 per cent. of mankind, that we cannot right every wrong or reverse every adversity, and that therefore there cannot be an American solution for every world problem."

That was bravely, wisely and truthfully said. In politics stoicism, I have come to believe, is best. We must persevere in our imperfection and our puzzlement. For surely:

> The flesh will grieve on other bones than ours
> Soon, and the soul will mourn in other breasts.

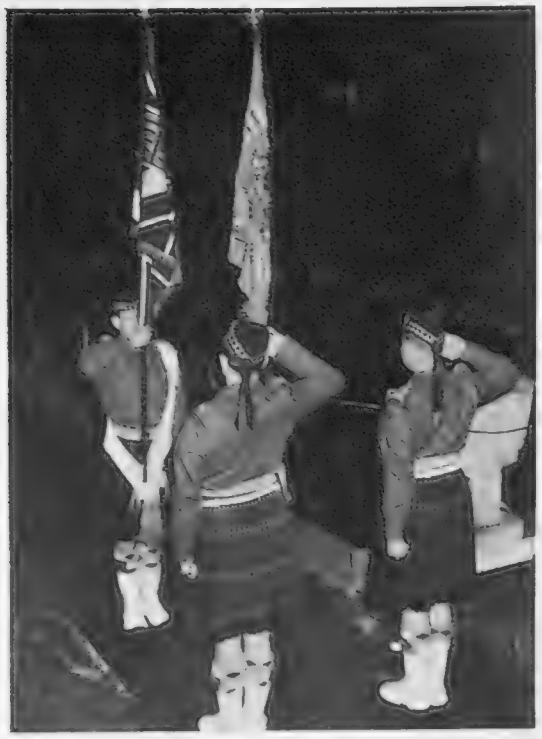
That, for Mr. Khrushchev's enlightenment, is not an earthy peasant crack, but the observation of a man of culture, a Professor of Latin.

A MONSTER PARADE IN NEW YORK

Marching inflated rubber monsters around the streets of New York may seem a curious way to celebrate a great national festival, but it is completely accepted by Americans as part of the ritual of Thanksgiving Day. This is a public holiday held annually on the fourth Thursday of November. The Plymouth Colony in New England first celebrated it in 1621 as a day of thanksgiving after their first harvest, and it soon became general. It was proclaimed a national holiday by Lincoln in 1863. Religious services are held, and among the traditions are parades, such as the one illustrated on this page, which is organised by Macy's store in New York, and Thanksgiving dinners of turkey with cranberry sauce followed by pumpkin pie

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.



The Old Colours of the 4/7th Battalion of the Gordon Highlanders are handed over for safe keeping at the regimental headquarters in Aberdeen. As the result of regimental reorganisation the Old Colours of the 1st, 4/7th and 5/7th battalions were laid up for the last time

The illuminations in Regent Street shine out above the evening traffic. They will be lit up until New Year's Eve

LADY CATHERINE'S REBUKE—"I hoped to find you reasonable . . . I take no leave of you, Miss Bennet . . . You deserve no such attention. I am most seriously displeased." So spoke Lady Catherine at the end of her visit to Longbourn; and in the same sense Mr. Macmillan castigated the Chairman of the Electricity Council for breaking the pay pause. All readers of *Pride and Prejudice*, by the time they reach Chapter XIV, *want* Elizabeth to marry Darcy, and all householders dependent on electricity for heat and light this winter are thankful that electricity workers are sufficiently "compensated" to do their duty. Lady Catherine and Mr. Macmillan alike were bluffing and blustering on a "bust straight." Neither had the power to make the object of their criticism "reasonable." Elizabeth would marry Darcy, and Sir Robertson King had already made a marriage settlement on the electricians. All they could do was to express serious displeasure; and the Prime Minister wisely rejected Lady Catherine's added threat: "Depend upon it, I shall carry my point." That would be "moving a long way from the free Society which it is our purpose to preserve" (Opposition laughter). All that a Government of a free society can do with a nationalised industry is to choose as "reasonable" a chief as they can, accord him a salary which he considers reasonable and hope that he will be as reasonable and successful as conditions allow. If he is not, it is just too bad, and there is nothing for it but to express serious displeasure, and the heartfelt hope that it will not happen again. The pay pause must go on. "We shall march prospering, not through his presence." It's a hard and sometimes humiliating life for the leader of a free society. He, too, is sometimes a "lost leader." Indeed, Mr. Lloyd took a grave risk when he accepted a TV grilling on this theme last week. I felt for him (and for many others) as he twisted and turned like a mouse in a corn-bin, seeking to evade the searching thrusts of his tormentor; always falling back on the hope that everybody in our free society would be "reasonable."

"ALWAYS HATED TORIES." A columnist who specialises in trouncings recently trounced Sir Harold Nicolson for an alleged statement that he had "always hated the Tories." He may have been, of course, misquoted or the words wrenched from their context. But, assuming he said it and meant it, he seems to have many supporters today, even in the Tory ranks. They are always writing to the Press to explain why they hate the Tories. Chiefly, it seems, because they adopt Socialist policies when elected on a Conservative ticket. These policies include excessive taxation and Government spending and, above all, flabbiness as regards unofficial strikes. All these are good reasons for disappointment with any Government. But I wonder where the Tories would stand today as a party if they had dared to pursue in the last decade the Conservative policies which their critics have in mind? Their policies are certainly remarkably contradictory, and where they do reveal ultra conservatism, in such matters as broadcasting hereditary titles and over feather-bedding the Establishment, they do not please all Tories. Most of their critics distrust the Socialists and "only wish" that the Liberals could attain opposition status. It seems to me that the only way that wish could be fulfilled in our time would be for the Tories to start now to go the whole hog on their Tory ticket with Conservative policies of pre-war days. And, little as I enjoy excessive taxation, government squandermania and flabbiness as regards unofficial strikes, these things are to be preferred to Civil Wars, insurrections,

"THE SPHERE" CHRISTMAS NUMBER

Shoppers on their way home with their purchases on Christmas Eve provide the theme of Lucien Lowen's cover for this year's Christmas Number, which is now on sale. Colour pages include Geoffrey Fletcher's impressions of the Edwardian era; a seascape by Montague Dawson; Pauline Baynes' paintings of autumn and winter; an Isenbrandt Madonna; Tissot's *Convalescent*; and William McLaren's illustrations for *Sir Gawain and the Green Knight*. In black and white are many illustrated articles on such diverse subjects as the Boxing Day Meet and Vintage Motor Cars. This year's short story is by Stella Gibbons.

To buy copies for yourself or for your friends, order through any branch of W. H. Smith, Wymans, John Menzies, or any other newsagent. "The Sphere" Christmas Number costs 5s., including postage.

With the Albert Memorial in the background, an A.A. official places in position one of the signs directing motorists in London to one of the ten special temporary Christmas car parks

In the New Forest, Forestry Commission workers prepare Christmas trees

Part of the façade of the Old Ashmolean Building in Oxford. This now houses the Museum of the History of Science. One of the oldest public museum buildings in Great Britain, it has recently been restored with the help of the Oxford Historic Buildings Fund. The carvings were renovated under the direction of Mr. Edgar Frith, the stone-carver. The fund, which was established in June 1957, and which easily passed the set target of £1,750,000, has already contributed substantially towards improving the face of Oxford

assassinations and dictatorships. I am afraid that in these days, the same shabby old wardrobe must be worn by whatever party is in power. The wearers may sometimes wear the old coats and trousers " with an air," sometimes make them look even shabbier. But Ascot dress is " out " for all the parties, and the Tories do look foolish when their Ascot dress is clearly visible under their grimed overalls. But I wouldn't brand them as selfish or inhumane. They are puzzled by that odd word democracy.

BABY OF THE HOUSE. The House of Commons gave the heartiest of congratulations last week to its oldest member, Mr. David Logan, on his ninetieth birthday. He has been Socialist member of Liverpool's Scotland Division since 1929. He is of course far from being the oldest M.P. in terms of service. Sir Winston, aged eighty-seven, first entered Parliament twenty-nine years before him. But a man who can satisfy his constituents for thirty-two years and still attend to their needs and his duties in the House at the age of ninety is clear proof of the healthiness of his profession and of the absurdity of the demand for retirement at sixty-five or seventy in other professions. At seventy-five or eighty, we are just beginning to gain a little experience, to knock some sense into our own heads, and to recognise that hard work is the best specific for health and happiness. Take Lord Winterton, a mere boy of seventy-eight years. He first entered the House of Commons in 1904 as Member for Horsham and the baby of the House and held that seat for forty-seven years until he removed to another place. Clearly he, too, despite some of the handicaps of old age, has recognised its compensating advantages in experience. For of late hardly a day passes but he makes a speech or asks a pertinent question in the Lords or fires off a letter to the Press. Such men as Mr. Logan, Sir Winston and Lord Winterton must surely regard their respective Houses as crèches, or kindergartens, inadequately staffed by responsible and experienced teachers.

ANOTHER IMMORTAL. For years to come, I suppose, books will be written about the Duke of Windsor and the abdication. He will become, like Byron, a subject of perennial study and speculation which will evoke interest in the public years after every fact has been unearthed from the archives and every theory concerning his character has been definitely explained. And yet I imagine in the Duke of Windsor's abdication there is already little enough to add to the known and relevant facts. We have had his side clearly stated and the Duchess's. We have Baldwin's, we know a lot about the Royal Family's reactions and Queen Mary's important role in the final stages and we know also a great deal about the help he received from those who supported his claims during the crisis. The search for motives is not complicated anywhere. He is a much less controversial figure and a much clearer-cut character than Byron even now after 100 books have " explained " Byron and after every cupboard has been ransacked to that end. The judgment is set and the books are open, but that will not prevent the publication and reading of a spate of abdication literature. It is given to a very few historical characters to evoke undying interest, pilgrims of eternity drawn, like Chaucer's, from every walk of life. " Romance " invests some actions in their lives and marks them for her own.

" A FOURTH TERM." The *Oxford Magazine*, the organ of Oxford's grave seniors, has suggested very sensibly that part of the long vacation should be interrupted by the introduction of a fourth term of eight weeks, at State expense, but without tuition. The undergraduates would return to their colleges to work seriously and to reflect. Something of the sort has been the practice at Cambridge. In the days between the Middle Ages and the industrial revolution, the idea was that undergraduates were urgently required at home to help cope with the family's hay and corn harvests. All that is changed. The lads nowadays certainly can't work for their degrees at home. Home is too small and distracted with TV. They cannot take lodgings by the sea for serious study, you will agree! Oxford in August is not exactly a desert, of course. But the colleges have gates and keys and the State could afford to subsidise a score of gate-porters at overtime rates. The proposal would not require the presence of the professors and teaching staff and the Union of Scouts might be persuaded to co-operate with a skeleton staff. The idea is worth ventilating and adopting.

THE OLD STAGER

The defendants—Ernst Janning (Burt Lancaster); Lammpe (Torben Meyer); Hofstetter (Martin Brandt); and Hahn (Werner Klemperer)

On his arrival in Nuremberg

ENTERTAINMENT

JUDGMENT AT NUREMBERG

at the Leicester Square Theatre from December 18

Courtroom drama is more often than not box-office success. Of all the trials in the present century, those with the gravest charges, most defendants and furthest-reaching implications, were the series held at Nuremberg just after the war, of Nazi leaders and of the judges, lawyers, industrialists, financiers and diplomats of the Third Reich. Stanley Kramer's massive, intensive film, released by United Artists, deals only with the trial of members of the judiciary. The screen play by Abby Mann has as its central character Daniel Haywood (Spencer Tracy), the presiding judge at the trial. He arrives in a Nuremberg still in ruins from the war.

The principals in the drama, besides Haywood, are Ernst Janning (Burt Lancaster), once an internationally-respected German jurist; Colonel Lawson (Richard Widmark), the U.S. prosecutor, overwhelmingly convinced of the rightness of his task; and Rolfe (Maximilian Schell), the young, brilliant defence counsel. The trial is shaped by the discovery of witnesses willing to testify to the barbarity and injustice of the sentences passed by the defendants. Then, increasingly, the interest centres round Judge Haywood's attempts to discover the ordinary German's knowledge of, and responsibility for, the activities of the Third Reich. He is baffled by the actions of the now grimly silent Ernst Janning, whose final admission that he knew what was going on is central to the film's message. The end of the trial coincides with the 1948 Berlin crisis. Refusing to be swayed by political considerations, Haywood passes judgment. Probably the most uncompromising and best-acted film that Kramer has made, *Judgment at Nuremberg* raises the issues of the extent of collective German guilt and of the legality of trying a defeated nation under the laws of the victors. To these no clear-cut answer seems possible.

Colonel Lawson (Richard Widmark), the American prosecutor, addresses the court

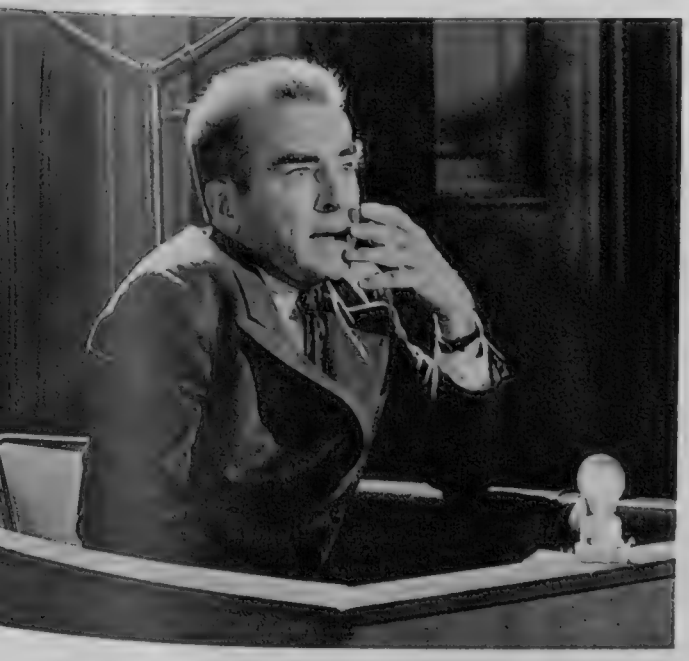
Haywood in Nuremberg Stadium, scene of some of the most spectacular Nazi rallies

Judge Haywood (Spencer Tracy) is driven through the devastated city

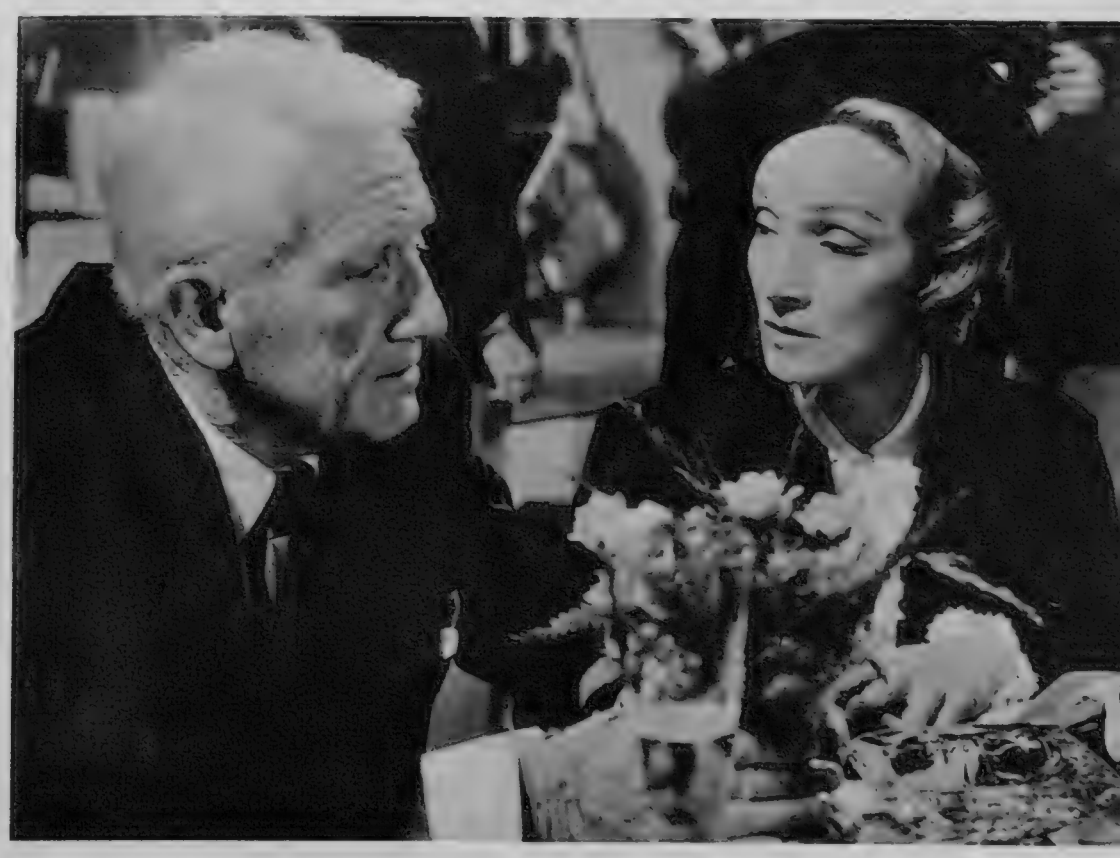
Hans Rolfe (Maximilian Schell), the defence counsel, makes his opening statement

A key witness is Irene Hoffman (Judy Garland)

Presiding is Judge Haywood, with his associates, Judges Norris (Kenneth MacKenna) and Ives (Ray Teal)



Another witness is Petersen (Montgomery Clift)



Judge Haywood talks to Madame Bertholt (Marlene Dietrich), the widow of a German general

THE VOICE OF THE COMMON

MALAYA

The Prime Minister makes a statement on the future of the Singapore bases

In the talks in London between Britain and Malaya regarding the formation of the Greater Malaysia Federation (Malaya, Singapore, North Borneo, Sarawak and Brunei) defence was an important subject of discussion. On November 23 Mr. Macmillan and Tunku Abdul Rahman, the British and Malayan Prime Ministers, signed a joint communiqué. To it was attached an Annex on defence. This read:

The Government of the United Kingdom and the Government of the Federation of Malaya have agreed, in the event of the creation of the proposed Federation of Malaysia, that the Agreement on External Defence and Mutual Assistance of 1957 and its Annexes shall be extended to apply to all territories of the Federation of Malaysia, and any references in that Agreement to the Federation of Malaya shall be deemed to apply to the Federation of Malaysia, subject to the proviso that the Government of the Federation of Malaysia will afford to the Government of the United Kingdom the right to continue to maintain the bases and other facilities at present occupied by their Service authorities within the State of Singapore and will permit the United Kingdom to make such use of these bases and facilities as the United Kingdom may consider necessary for the purpose of assisting in the defence of Malaysia, and for Commonwealth defence and for the preservation of peace in South East Asia.

The Prime Minister of Malaya

Some misunderstandings appear to have arisen about this Annex. The Malayan interpretation of it was clearly expressed in a statement by Tunku Abdul Rahman. He said:

The terms under which Britain is allowed to use the Singapore base are no different than those which exist at present under the U.K.-Malaya agreement on external defence and mutual assistance.

Article III of this agreement provides that the Government of the Federation of Malaya " will afford to the Government of the U.K. the right to maintain in the Federation such naval, land and air forces, including a Commonwealth Strategic Reserve as are agreed between the two Governments to be necessary for the purposes of Article I of this agreement and for the fufilment of Commonwealth and international obligations."

Article I provides that the U.K. Government undertakes to afford to the Government of the Federation of Malaya such assistance as the Government of the Federation of Malaya may require for the external defence of its territory.

Under the treaty, provisions already exist which give the U.K. Government the right to use Malayan bases for the defence of Malaya, for Commonwealth defence and for the preservation of peace in the Far East.

I cannot therefore see in what way the new agreement goes beyond the provisions of the existing one.

We made it quite clear that Singapore was not to be regarded as a SEATO base and were given an assurance by the British Government that Singapore had never been regarded as such.

The British Government also conceded that although they could use the base freely for the purposes of the agreement, they had no right to transfer its control to any other Government, or treaty organisation. It was also conceded that the forces of any other power would not be invited to use the base without prior consultation with us.

In the past they used the bases as of right because of their sovereignty over the territory but now they can only do so under agreement with the Federation and it follows that if they want to use any of the bases in the new Malaysia for SEATO purposes we could only allow it if our own interests are involved.

Most important, I would point out that the existing arrangement, of which the new agreement is an extension, can be reviewed at any time and at the request of either party.

(*Malaya became a fully independent member of the Commonwealth on August* 31, 1957. *Singapore has full internal self-government under the constitution which came into force in June of last year. The views of the peoples of the two British colonies of North Borneo and Sarawak regarding the proposed Greater Malaysia are to be ascertained by a joint British-Malayan Commission. The views of the Sultan of the British Protected State of Brunei are also being sought.*)

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

This picture was taken last March as Mr. Macleod, then Colonial Secretary, arrived at Dar-es-Salaam, in Tanganyika, for the Constitutional Conference which decided on the date of independence. Left to right: Lady Turnbull, Mr. Macleod, Mr. Nyerere, then Chief Minister, and Prime Minister since May, and Sir Richard Turnbull, the Governor. Sir Richard becomes Governor-General of independent Tanganyika

Pickers gather coffee beans at Moshi. Background is Mount Kilimanjaro, the highest peak in Africa. **Below:** A tea plantation on the slopes of the Usambara Mountains

WEALTH

A parade of Masai dancers

A general view of Moshi, one of the centres of Northern Province

TANGANYIKA

A survey of the new full member of the Commonwealth

by **Harold Ingrams, C.M.G., O.B.E.**

Tanganyika's independence on December 9 provides the most remarkable example of peaceful and rapid achievement among the many new nations of today. No other large British territory has reached nationhood in so short a period and Tanganyika is the first East African territory to reach the goal.

Coming under German rule in 1888, the country was " pacified " with Teutonic thoroughness between 1889 and 1906, for the inhabitants did not take their occupation lying down. After that the Germans energetically established plantation agriculture and some primary education was started, chiefly by missionaries who have played a large part in the country's advance. By November 1917 the British had occupied the territory and in 1920 accepted a mandate from the League of Nations.

Tanganyika's promise of independence was, therefore, even more precise than that of British colonies and protectorates. The Mandate system of the League of Nations, largely British inspired, was much influenced by ideas of self-determination. "A" Mandates recognised the nearness of independence for certain territories, but there was no territory in Africa so advanced. The " B " Mandate for Tanganyika imposed the duty of promoting to the utmost the material and moral well-being and the social progress of the inhabitants. In 1946 the Trusteeship agreement with the United Nations charged Britain with developing free political institutions and ensuring the inhabitants a proportionately increasing share in the services and government of the territory until self-government was reached.

Although Tanganyika thus had the assurance that she would reach nationhood, no one then imagined that it could be achieved in forty-one years. Even in 1938, Mr. Malcolm MacDonald, then Colonial Secretary, said in the House of Commons that it might take generations, or even centuries, for some of the backward peoples of Africa to achieve self-government.

Constitutional evolution seemed like a text-book model. It began in 1920 by giving the Governor an advisory executive council of officials. A legislative council, first harbinger of a Westminster-model parliament, followed in 1926 with the Governor as President, thirteen official and ten nominated members. Race was never a bar to nomination, but there was no African with sufficient education until 1945, when two were appointed. By 1948 there were two more, but the main advance that year was the introduction of the " member " system into the Executive Council—the forerunner of a cabinet. These " Members-in-Charge " took quasi-ministerial responsibility for groups of government departments.

In 1951 a committee of Africans, Asians and Europeans recommended the equal representation of each race in the legislature and the retention of the official majority. A Speaker was appointed in 1953 and the next year the membership became sixty-one, of whom ten of each race were nominated unofficials. They were more representational because the communities and interests concerned were consulted about their nomination. Choice was widened by allowing Swahili to be spoken in debate. Its universality has indeed helped political advance. The Executive Council had two members of each race and the Legislature came even nearer to the Westminster pattern when they sat on the Government Bench.

In 1954 Tanganyika's African National Union, the only political party of any significance, was formed by Mr. Julius Nyerere, and in 1957 the country began its final sprint to independence. The " Members-in-Charge " became Ministers, and in 1958-59 elections took place for a much-enlarged Legislature, though the official majority remained. There was a qualitative franchise and every voter in the ten constituencies had to vote for a candidate of each race. Since Asian and European candidates had to have TANU-backing to secure TANU votes, a " Tanganyikan " independence was assured when TANU candidates won all African seats and most of the TANU-supported Asian and European ones. A Council of Ministers was set up and Nyerere was soon an internationally-known figure.

Tanganyika's leader was born into a large family (twenty-six children) in a small tribe (of which his father was Chief) in 1922. The probability is that if he had belonged to a large up-and-coming tribe, Tanganyika would have had less chance of attaining unity. Fear of domination and jealousy of other large tribes would have hindered it, as in neighbouring territories.

In 1943, at an age when conversion ensured conviction, Nyerere was baptised a Catholic. He graduated from Makerere in 1945 with a diploma in education to become a teacher. Later, he got a degree in history and economics at Edinburgh. He took to politics gradually, and he illustrates the contrast between the effects of a British education and an American one. Tanganyika has a leader whose chiefly descent suggests an appreciation of the values of African tradition and whose education and record point to an attachment to Western civilisation.

In 1960 another election, under a franchise which raised the voters' roll from 60,000 to 900,000, returned 71 Members to a Legislative Council of 82. The official majority disappeared and all fifty open seats were filled by Africans elected on a common roll. Eleven seats were reserved to Asians and ten to Europeans. Julius Nyerere was appointed Chief Minister.

On May 1, 1961, Tanganyika became internally self-governing. The Council of Ministers became the Cabinet, with Mr. Nyerere presiding as Prime Minister. On Independence Day the Government takes over responsibility for defence and foreign affairs as well. A United Nations visiting Mission in 1954 had recommended that self-government should be reached before 1974 !

Mr. Nyerere has also proposed the federation of East African territories. European proposals for closer union in East Africa made Africans fear domination by Kenya's white settlers. Coming from Mr. Nyerere, the proposal had quite a different reception and, now that African status is assured, may well mature.

Settlers in Tanganyika have had an important share in Tanganyika's triumph. The community is not only small (no more than 24,000 to about 9,000,000 Africans, compared with 57,000 and some 6,000,000 Africans in Kenya), but almost half is non-British. There has not been the same tendency to provocative flag-wagging and the Europeans

(*Continued on following pages*)

co-operated. Though the settlers—Asian and European—are so few, their contribution to the economy, especially that of some 4,000-odd farmers, is out of all proportion to their numbers. The Greeks have played an indispensable part. They pioneered the planting of coffee, rubber, cotton, sisal, tobacco and, more recently, papain. Another reason for the lack of settler friction is that Tanganyika has plenty of space and no land hunger. Though the population is 9,250,000—far larger than those of either Kenya or Uganda—the land area is nearly 343,000 square miles.

These factors have helped politically, but having a population a quarter that of Nigeria in a land of about the same area has been an economic handicap. The well-developed regions are separated by huge tracts in which, at best, a subsistence living is scratched by primitive means. Development suffers from lack of feeder-roads to give inland areas better access to main transport arteries.

Nevertheless, Tanganyika's national income in 1960 was £185,400,000, and the value of exports has been increasing annually by an average 6 per cent., a performance which the World Bank Mission, in 1959, said many countries might envy.

In contrast to countries which have—or are perilously near having—a one-crop economy, Tanganyika's is well-diversified. Agriculture and livestock are its mainstay and were valued at over £100,000,000 in 1960 and provided about four-fifths of domestic exports. Apart from crops already mentioned, there are cashew nuts, groundnuts and oilseeds, tea, pyrethrum, and sugar. Cotton is now entirely African-grown, much of the coffee is, and most of the oilseeds, cashew and rice. Tea, largely planted by Europeans, is now also being grown by Africans, and sugar production has been expanding so fast that it may soon be an export crop. Of minerals, diamonds and gold are important. Lead and copper also contribute to export and a number of others offer possibilities.

In the light of developments in some recently independent countries, it is natural to wonder if the smoothness and speed of Tanganyika's success is not too good to be true. Has Britain's mission been truly fulfilled?

However stated in terms of policy, Britain's colonial aims have been always and inevitably expressed in action as an emanation of British character and historical experience. They entail developing effective nationhood and imparting Western civilisation. It is, however, an inexorable consequence of their Anglo-Saxon content that when a dependency is fit to govern itself, it must do so. The responsibility for completing the task now rightly falls to Tanganyika's new leaders. Their success is so far principally a political one and the nature of the task of leading the people to civilisation and prosperity is largely that which Britain has been performing. There is still far to go. "The tribe," for example, remains the sheet-anchor of the African and the number of those educationally qualified to build a nation is still pathetically small.

The greatest challenge is economic: the prospects will be fair enough when the economy is well developed, but the interim problems are formidable. The main task is to develop agriculture and livestock and so secure a much wider income increase among the peasant majority. Tanganyika's development plan for the three years from 1961-62 will cost £8,000,000 a year, £2,000,000 more than that recommended by the World Bank Mission. Although only a quarter of this has to come from its own resources, the taxable capacity of its citizens is very low. Their average annual cash income is under £12 per head. The plan means an increase of £3,500,000 over the recurrent expenditure proposed for 1961-62, as well as normal increases. In addition, there are expenses consequent on independence, such as representation abroad and defence. By 1964-65 the annual expenditure may have increased by a quarter. As Tanganyika's Prime Minister has put it in one of his speeches: "All that remains is hard work."

The Voice of the Commonwealth

TANGANYIKA

(Continued from previous page)

A Sikh operates a lathe in a sugar factory in Arusha

A sisal plantation at Tungi, near the Uluguru Mountains

An aerial view of Dar-es-

Copra is dried at Pangani in Tanga Province

Processed sisal is dried near Morogoro

am, Tanganyika's capital and principal port, which has a population of 129,000

Tourists on a safari are stuck in a ditch in the Serengeti National Park

A conveyor system leading to an ore bin in the recovery plant of a diamond mine

BRIAN VESEY-FITZGERALD

THE SURVIVAL OF THE STOAT

There are two astonishing things about stoats. The first is that they have survived in a land where almost every man's hand is against them. The second is that, being the most diurnal of the British carnivores, they are so rarely seen by ordinary folk. It is not surprising that man wages war upon the stoat. I suppose that of all our carnivores the stoat and the weasel are the two most bloodthirsty, killing anything that they can capture and master—rabbits, hares, rats, mice, birds—and often killing much more than they require for food: killing for the sheer love of killing, going blood-crazy.

The weasel, being much the smaller animal, confines its attentions for the most part to mice, voles, rats, baby rabbits and small birds. Undoubtedly most of its prey consists of small rodents and it should, therefore, be considered a useful animal. But it is very difficult to convince any gamekeeper of this, and quite impossible to do so in the case of the stoat. The stoat is larger, more powerful and more ambitious. It will take rabbits and hares, partridges and pheasants, and the damage it can do in a poultry run has to be seen to be believed. Hence the merciless war waged upon it by gamekeepers and poultry farmers throughout the country.

Ever since the introduction of large-scale game-bird preservation for sport—that is, roughly over the last hundred years—every effort, by gun and trap and poison, has been made to exterminate the stoat. It is a singularly easy animal to trap. Yet, today, it is perhaps more common and widespread, now being found even on the outskirts of big cities, than at any time in the past hundred years. A wonderful achievement for an animal which has but one litter a year.

The present position is due, in part, to the great decrease in the number of gamekeepers. But it is due much more to the activities of the Forestry Commission and the great increase in the numbers of private woodlands managed on a commercial basis. The huge forestry plantations which now exist over large tracts of country in many parts of Britain provide wonderful sanctuaries for the stoat and many other beasts of prey. "Sanctuary" is the right word. So far from being persecuted in these areas, stoats are actively encouraged. So are a number of other animals; pine martens and polecats, for example, both of which have increased in numbers in recent years after being on the verge of extinction. Rodents do an immense amount of damage to young trees, and the carnivores which prey upon rodents are, therefore, not regarded as "vermin" by the forester.

A stoat pauses in its tracks. This animal is one of Britain's most bloodthirsty carnivores (*Photograph by A. R. Thompson*)

So the stoat is common. But how often have you seen one? I do not mean just a glimpse of a small, pencil-thin creature dashing across the road in front of the car. We have all had that experience, and probably many times. But when that happens are you certain that you can distinguish stoat from weasel? I know that the stoat is considerably larger but size by itself is a poor guide. The male stoat measures some 15 ins. as against the 11 ins. or thereabouts of the male weasel: but there is, perhaps, only the difference of an inch between a female stoat and a male weasel. And an inch does not count for much in a fleeting glimpse at twenty yards: nor 4 ins. for that matter.

Size, without comparison, is really no safe guide at all. I know that you can always tell a stoat from a weasel because the stoat always has a black tip to its tail. That should be easy enough. But the plain truth is that the black tail-tip is not always obvious. More often than not, when you see a small cylindrical creature crossing a road at high speed, you do not take special note of the tail. There just is not time. At least, that has been my experience.

I have lived in some part of the country virtually all my life. I have seen many dead stoats on gamekeepers' gibbets: I have sometimes seen stoats in traps: I have often caught a glimpse of one hunting a hedgerow or a wall: once, long ago, I shot a stoat. But it is only within the last fortnight or so that I have had the opportunity of watching a stoat as opposed to catching a glimpse of one. I think that I have been more fortunate than most.

My study now is a large, well-windowed shed set on a small plateau at the edge of a wood about two-thirds the way up a steep hillside. There is a good deal of bracken and, below, a heather garden with much stonework and small walls full of crannies and holes. The ground is private and unfrequented, and, until I came, no one had used the shed for something like twenty years. The animals and birds of the neighbourhood accept the shed as part of the landscape and are so accustomed to it being empty that, so far, they have more or less ignored me. It would be quite wrong to say that they are tame, but they are wonderfully indifferent. Even so, I should not have expected a stoat to be indifferent.

But one morning, about ten-thirty, standing by one of the windows, looking out across the valley, I became aware of movement in a tree about seven yards from the window and a little to my right. It was a stoat, and I watched it climbing about the tree for at least a minute, maybe longer. I have often read that stoats are good climbers, but this was the first time that I had seen one climb. It was obviously doing so for fun: there was nothing in the tree to hunt. Then it came down the trunk head first in a great rush, leaping off when about a foot from the ground. It stood quite still for a moment or two, rather as a man recovering his breath might do, and then started playing about with the fallen leaves.

It was so much the colour of the fallen leaves that, even at that short range, it was sometimes quite difficult to follow, so quick were its movements. It was playing as a kitten might do, throwing leaves in the air, leaping at them, chasing its tail: fascinating and beautiful to watch. After it had been scuttering about in the leaves for a while, it took a running jump over a tall frond of bracken (I had no idea that a stoat could jump so high; that frond is all of 3 ft. high), turned round and jumped it again, clearing it quite easily each time. It is unforgivably anthropomorphic I know, but it was almost as though it said to itself "Well, now let's see if I can still do that." At least, I got the impression that this was part of its regular routine.

So strong was the impression that I have stood at that window day after day at ten-thirty to watch a repeat performance of the morning exercise. Animals are very conservative in their habits and very punctual, and I really expected to see a repeat performance. Needless to say, I have not. But I have now a memory of a small, long, thin, russet killer enjoying himself in the autumn sunshine that will remain with me for the rest of my life.

PUBLIC SCHOOLS FOOTBALL

READING v CITY OF LONDON

The forwards jump for the ball in a line-out. Background is Reading School

The captains toss up before the game. Left is N. D. Ward of Reading and right J. J. R. Storey. In the centre is the referee, D. Bowen-Jones

Played last month at Reading in ideal conditions for open rugby, the game between Reading School and City of London School ended in a three-nil win for the home side. Both teams produced many handling movements with the dry ball, but the opposing defences were on top for most of the match. When play began, both fly halfs exploited tactical kicking and Reading almost scored when a long diagonal punt caught the City of London defence out of position. Play moved from end to end, until R. E. Mills, the Reading fly half, collecting a loose ball in his own half, found an opening down the left touchline. Avoiding a couple of tackles, he punted over the head of the full-back, and gathered the ball again to score in a fine solo effort. At half time Reading held a slender lead of three points. The score remained the same for the second half despite the open and entertaining rugby from both sides.

G. M. Goddard of Reading hands-off A. G. A. Gray

The Reading fly half, R. E. Mills, evades a tackle

B. Mck. B. Brown (City of London) passes as he is tackled by C. R. Phillips. Behind is R. J. C. Jones.

Right: H. C. Jenkins, the Reading hooker, sets off with the ball

TRAVEL

BARCELONA'S VARIETY

By **GORDON COOPER**

Activity, considerable prosperity, and variety are the characteristics of Barcelona, a city which merits far more attention from tourists than it receives. Many travellers, in fact, simply regard it as a port of entry to the Costa Brava and the Balearics. There is much of appeal in this great city and port, whose inhabitants are often called the Scots of Spain. They possess many similar characteristics, being hard-working, hard-headed, thrifty, independent, and extremely culture-conscious. Tourists who think of Spain in terms of the lazy south may find the bustling activity disconcerting at first, but before long its intrinsic charm converts you to enthusiasm. It is certainly a pleasanter place for foreigners than Madrid, for it lies beside the Mediterranean instead of in the middle of a bleak plateau.

The jugular vein of Barcelona is the Ramblas—a tree-lined avenue that leads from the impressive Plaza de Cataluña to the docks. It is one of the most enchanting thoroughfares in Europe along which to saunter. There are all kinds of booths: sellers of cage-birds, kittens and puppies, books and flowers. The last-named provide one of the loveliest sights in the city. You will even find on this street professional letter-writers, a dying profession, however, as the people of Catalonia become more and more literate.

Opening off the Ramblas is the Barrio Chino, which once possessed a rather sinister reputation but has now been cleaned up by the police. In one of the side-streets you will find a very typical restaurant Los Caracoles, easily spotted, for over a charcoal fire let into a corner wall of the street a number of chickens are turning on a spit. While the outside and entrance to this place may not suggest a gastronomical restaurant, once inside you will be well entertained, not least by the jolly waiters in shirt-sleeves. The bouillabaisse is outstanding, the lobster excellent, and, if opportunity offers, there may be on the menu (printed in rather quaint English) the greatest of all Spanish fish dishes, "angulas a la bilbaina," to be eaten only with a wooden spoon and fork.

If you want to mingle with bullfighters and their girl friends pay a visit to the nearby Bar Sanlucar. Other typical restaurants in the city are Hostal Marti and Siete Puertas. The Restaurant Reno is noted for its international cooking.

It is quite easy to lose your way in the Barrio Chino, but aim for the cathedral, a masterpiece of Catalan Gothic. The interior is very dark, but there is much of interest to try and see. Do not miss the cloisters, if only to note the famous geese—the medieval watch-dogs—which still live there. The great rose-window that faces on to the Avenue de la Catedral is illuminated after dark and offers a glorious sight from the outside.

Close to this side of the cathedral, which is rather hemmed in elsewhere, is the Hotel Colon which I can recommend. Other good hotels are the Ritz, Manila (beside the Ramblas), the Avenida Palace, the Arycasa, La Rotonda (remarkable for its suites), and the Astoria (rooms only).

To return to the sights of this civilised city, I suggest visits to the adjacent buildings of the Diputacion and the Audiencia, both dating from the fifteenth century, in the Gothic style. There is that fantastic, unfinished church of *Sagrada Familia*, whose creator was Gaudi and whose work can be seen elsewhere in the city. Preferable, I think, is the Park of Montjuich where there is situated the important Museum of Catalan Art and the open-air Spanish village. This is fascinating and shows examples of typical houses from every part of Spain.

A short excursion is an ascent of the Tibidabo Mountain, whence there is a superb panoramic view over the city and, occasionally, as far as the Balearic Islands. You might care to lunch in the restaurant in Tibidabo.

Farther afield is the Costa Brava coast to the north, Sitges, to the south, a fashionable seaside resort and Tarragona, with its Cyclopean walls, Roman remains and twelfth-century cathedral. If time allows, the great monasteries of Poblet and Santas Creus are both most rewarding. Other towns of interest in the Catalonian hinterland and easily reached from Barcelona are Gerona and Vich. The interior of the latter's cathedral is decorated with many remarkable mural paintings by José Maria Sert. There is nothing quite like them elsewhere in Europe. Then, north of Vich is Ripoll, where the Benedictine monastery has cloisters containing several hundred columns with carved capitals.

The cloisters of Barcelona Cathedral

But, above all, the one excursion which should not be missed is to Montserrat. It can be reached in various ways, the best method probably being by an organised excursion. This huge isolated mountain mass, nearly fourteen miles in circumference, resembles an extraordinary turreted castle, whose highest pinnacle reaches a height of 4,000 ft. On a ledge of a deep cleft perches the famous monastery.

In the church of this monastery there is the much-venerated Black Virgin, the goal of thousands of pilgrims. But here also is the School of Ecclesiastical Music—said to be the oldest of its kind in Europe. And not to be missed is the marvellous singing of the choir. The matchless setting and the glimpses of another world below you in the plain or of the snowy mass of the Pyrenees make this spot unforgettable. "To this must be added the aura of legend and hidden power that unquestionably surrounds the small, black, and malevolently ancient figure of 'La Virgen Morena'." (Cedric Salter.)

Barcelona can be easily reached. BEA and Iberia run services from London in four hours, while there is also the Barcelona Express from Paris, taking seventeen hours. For further information, apply to the Spanish Tourist Office (70, Jermyn Street, S.W.1), while there is also a most helpful tourist office in Barcelona —the D.G.T. at Avda Jose Antonio, 658.

NEW CAR-SLEEPER SERVICES ON THE CONTINENT

It has been decided to introduce four new car-sleeper trains on the Continent, which will make it so much easier for motorists taking their cars across to the Mediterranean, Switzerland, Austria, Yugoslavia, and even Greece. The most interesting are the new services between Le Touquet to Avignon and from Le Touquet to Narbonne. The Avignon service will operate twice weekly in each direction from May 27 to October 1, leaving Le Touquet at 8.22 p.m. and reaching Font-couverte, near Avignon, at 9 a.m. the next day. Fares for single journeys will range from £10 10s. to £17, according to the length of the car. The Narbonne service will leave Le Touquet on Fridays from June 22 to September 14, and the return service from Narbonne will leave on Wednesdays during the same period.

The important connection between these sleeper services and the air ferry between Ferryfield, Lydd and Le Touquet will be welcomed by the many motorists who are now taking their families south to Spain and the French and Italian Rivieras. For most people it will save two night-stops *en route*, and relieve the driver of long spells at the wheel on busy roads across France. The extension of the service to Avignon will be a great blessing, for the N.7 from Lyons south along the Rhône Valley does not, these days, provide pleasurable motoring. It is only a day's run from Avignon to practically anywhere on the Côte d'Azur or on the various Italian Rivieras, and from Narbonne to the Costa Brava and even farther southwards.

The other two car-sleeper services open up intriguing possibilities. The first is between Ostend and Brigue in Switzerland, which leaves Ostend on Mondays from July 2 to August 29, returning from Brigue on Tuesdays from July 3 to August 28. Such easy access to the Valais makes it possible to consider holidays much farther south in Italy. The second is the car-sleeper service from Calais to Switzerland, probably Geneva (the final decision has not yet been made), which will operate once a week outwards on Fridays, and inwards on Saturdays.

This service will compete with the Channel Air Bridge car-ferry service between Southend and Geneva and Southend and Basle, operated by Carvairs, each carrying five cars and 23 passengers. Flying times will be 2 hours 20 minutes to Basle and 2 hours 35 minutes to Geneva. Single fares for cars vary according to length, from £7 to Basle or Strasbourg for an 11-ft. car, to £26 10s. to Geneva for a 16 ft. 16 ins. length car. Normal tourist fares apply to passengers, with twenty-three day excursion fares being available, and also reductions for children. Reservations can now be accepted for the summer period beginning April 1962.

It has just been announced that the motor road from Central Europe to Greece *via* Yugoslavia, has been completed, with good tarmac surfaces except for one fourteen mile section of dirt road. The important link which has just been opened is from Nish to Skoplje, a stretch of road nearly 86 miles long.

W. D. C. C.

A helicopter flying over a snow col 7,000 ft. above sea-level during a survey in the Gulf of Alaska by a BP exploration expedition

SURVEYING FOR OIL IN ALASKA

An expedition in the 49th State

The pilot of the helicopter and a geologist take a kayak-type canoe from the water after exploring rock islands in the Gulf of Alaska. **Left:** One of the surveying party wades in a fast-flowing river

Alaska, situated at the north-western extreme of the American continent, is one of the few frontier territories left in the world. Bought by the United States from Russia in the nineteenth century and recently made the 49th State of the U.S., it covers an area of over 500,000 square miles, more than twice the size of Texas which is the second largest of the states. It has six distinct climatic regions which include one of the wettest and one of the coldest climates in the world. One-twentieth of the total area is covered by lakes and rivers. There are a few large towns, such as the capital Juneau, Anchorage and Fairbanks, and there are two roads and two railways. Away from these, the aeroplane is the only practical means of transport.

In this wild territory in the region of the Gulf of Alaska, two parties of geologists from BP Exploration Company (Alaska) Inc. have been undertaking an extensive survey for oil in connection with leases held by the company. It was only possible to carry out this work in the five summer months, because it is only then that the rocky outcrops of

(*Continued on following page*)

A geologist taking a sight over a glacial lake during a survey in the Gulf of Alaska

A reading is taken against the background of typical Alaskan scenery of snow-covered mountains

A BP geologist talks to the Alaskan pioneer, George Nelson, in his log cabin

A leader of the expedition (right) meets a member of the Government's Health Department

SURVEYING FOR OIL IN ALASKA

(*Continued from previous page*)

the mountain ranges are not deeply buried in snow. On an average during the five months the two parties moved camp every ten days and the geologists covered a radius of 30 to 50 miles from the camp site. Fog was the only factor to bring work to a standstill. For transport the parties were equipped with two aircraft, a helicopter and a Cessna 180. The latter can be fitted with floats, skis or wheels. The first geologists would leave camp at about 6 a.m. and the helicopter would return for a second group about an hour later.

Each camp included the party leader of the geologists, separate pilots for the helicopter and the Cessna, a mechanic to maintain and fuel both aircraft, a cook, a draughtsman and perhaps four field geologists, some of whom might be students.

The parties carried one large mess tent and a smaller one in which the draughtsman worked, while each man carried his own sleeping-bag and tent. Cooking and lighting apparatus, radio equipment, folding seats and tables, and fuel made up the remainder of the equipment. Food was ordered weekly and delivered to the nearest airstrip from which the Cessna collected when weather permitted.

A helicopter collects a member of one of the parties from a mid-stream rock after a short survey

Dismantling a one-man tent at a camp in the Alaskan Arctic before moving to a new site

Left: Collecting rock samples and making notes on a reef. Shell fossils are frequently found in the rocks

Below: Members of a party free a Cessna 180 float plane from gravel shoals on a lake 3,000 ft. above sea-level

A helicopter taking off over glacier territory for a geological survey

BOOKS

PIONEER IN THE AIR

Sir Geoffrey de Havilland's autobiography; reassessing a famous literary scandal; and a wide variety of non-fiction and novels

Fresh from a flight in a D.H. 106 Comet 4 and hoping soon to fly in another, I felt rather more than an academic interest in the autobiography of the man behind those initials, Sir Geoffrey de Havilland. SKY FEVER (Hamish Hamilton. 25s.) tells this pioneer's story, as significant to English aviation as the Wright brothers' was to American, and is not only a personal recital—indeed, far from it—but an account of the development of an inspired and courageous idea, which has resulted in a cosmic change. The earliest photograph is one of the author in what appears to be a large box-kite and the last photograph in the book is of the elegant airliner described above. In between is the success story of a man whose career was founded on technical experiment, hard work and, for more than fifty years, imaginative planning.

I don't expect that in her whole career as a delightful and diffident diarist, E. M. Delafield ever thought that she might be starting a cult for the feminine record of domestic—and therefore largely female—problems. But she did, and the range of fiction-cum-autobiography is the richer for it with, for example, CONFESSIONS OF A HEADMASTER'S WIFE (Hammond. 15s.). Mrs. Margaret Clare records a year in the life of a woman so placed, with three young children of her own and another seventy arriving on their daily duties. Funny, and on the whole a strong corrective to the dear-little-things school of thought.

The scandal, which to our eyes appears absurdly bitter, but which surrounded the publication of Radclyffe Hall's book, *The Well of Loneliness*, is recalled by a biography of the writer by her closest friend, Una, Lady Troubridge. THE LIFE AND DEATH OF RADCLYFFE HALL (Hammond. 25s.) is in every sense a work of loving piety and it is therefore extremely difficult to assess. Radclyffe Hall was a considerable novelist whose works would normally have been judged on their merits and, indeed, were, until the publication of her most famous book: remote as the controversy now is, one can regard this story of an unconventional love in a more civilised and compassionate frame of mind.

Two English authors, travellers both, are responsible for the next two works which, widely speaking, may be described as books of travel. THE ROAD TO INAMURA (Robert Hale. 21s.) is the work of Mr. Lewis Bush, married to a Japanese wife, and describes their existence in Japan before, during and after the war. I suppose that the author's deepest feelings can be summed up as well by his amazingly sympathetic writing as by the fact that he has gone back there to live. IN THE SHADOW OF KINABALU (Robert Hale. 18s.), by Mr. Cyril Alliston, is the record of a missionary who now lives with his young family in the relative peace of Huntingdonshire but who has had an adventurous life as an indefatigable priest in Africa before, about ten years ago, he moved to Borneo, to discover the relics and influence of British rule and to deal with the people on fresh terms. Honest, colourful and unpretentious.

BIG SOFT NELLIE: Brian Pringle as Stanley, the radio mechanic, plays the leading role in Henry Livings's odd, comic play at the Theatre Royal, Stratford East

A little book all by itself is Mr. Ivor Brown's WORDS IN SEASON (Hart-Davis. 15s.). Those of us who listen to radio, and particularly those who wake up at a reasonable hour in the morning, have often been diverted and brightened before another day's demands by Mr. Brown's soft, leisurely voice exploring the meanings and derivations of words which have meant something to him. Here he includes a number of essays, brief or full, on words which have poetic or magical associations for him and for us in the English language.

For anyone who cannot readily lay his hands upon an edition of the *Newgate Calendar*, last published in 1886, Colin Wilson and Patricia Pitman have compiled an ENCYCLOPÆDIA OF MURDER (Arthur Barker. 30s.), which includes succinct accounts of murders committed during the past 500 years. The record is naturally not inclusive since, as Miss Pitman points out: " in the last two hours two

SOCIAL CHANGE

More affluence for the industrial population

Ferdynand Zweig has conducted a survey of the working and living conditions among the industrial population, pursuing his researches in Sheffield, Workington, Luton, and Birmingham in particular. THE WORKER IN AN AFFLUENT SOCIETY (Heinemann. 25s.) certainly covers an immense amount of ground, the relations between husbands, wives and children, culture and leisure, savings and property, class-consciousness and religious attitudes. The impact of TV comes in for special analysis. The author's assessment of religious attitudes does not probe very deep, and he is at his best perhaps when studying the workman on the job and the sense of comradeship which an unpleasant task may well engender among those engaged in it together. On the whole this is a very human document, despite all the tabulations and percentage calculations, which Dr. Zweig clearly cannot resist. It points to a new property-owning class. When the house, the car, the TV, the refrigerator, and the washing machine have been supplied, the overspill to capital assets is clearly on its way.

All the great medical quacks of history from Joshua Ward and William Reed, who actually enjoyed Royal patronage in Britain, to the founders of spurious medical institutes in the United States, are passed in review by Eric Jameson in THE NATURAL HISTORY OF QUACKERY (Michael Joseph. 25s.). This most engaging book about some very doubtful people and their trusting, gullible customers has involved much research. It reveals the rightness of Robert Southey when he wrote " what a dupable animal is man."

There are many people at the moment ready to denigrate the views of Bertrand Russell, to call him a rather dubious philosopher who has changed direction more than once, a man without stability of purpose. Earl Russell's own clear-headed writings indicate far otherwise, and his latest book, HAS MAN A FUTURE? (published simultaneously in hard covers by Allen and Unwin at 10s. 6d. and in a Penguin Special at 2s. 6d.), demands our close attention. The alternative to war, the author suggests in the closing chapters, is a form of world government. It rests with our generation to decide between this vision and an end decreed by folly.

MACDONALD HASTINGS' COUNTRY BOOK (George Newnes. 30s.) is really a personal anthology reflecting its compiler's life-long love of the countryside, a scrapbook of known, half-known, and unknown prose, poetry, and doggerel which have appealed to him over the years, interleaved with his own comments, terse to the point and providing the momentum for what is a very charming and unexpected book.

Arthur Bryant's THE STORY OF ENGLAND, in the *Makers of the Realm* series, now appears in an excellent illustrated edition (Collins. 42s.). Arthur Bryant's clarity of style, his feeling for the life of common men and love for the native beauty of the English scene, are in a sense sufficient in themselves in delineating this great period of our history up to the reign of Edward I. But the author feels that these carefully-chosen illustrations, ranging from the white horse cut in the Berkshire Downs, at Uffington, to the barn at Great Coxwell or the glorious effigies in Westminster, Worcester and Wells, help us to visualise the vanished world described so glowingly.

Clive Barnes, A. V. Coton, and Frank Jackson, three critics with a combined experience of ballet totalling over eighty years and 5,000 performances, examine the state of this branch of the theatre in BALLET HERE AND NOW (Dennis Dobson. 31s.). Susan Lester has edited this critical analysis, adding a valuable discussion section between each chapter. Readers will find this little book both controversial and stimulating.

Here are four New Year books to take note of, each important in its very individual field. For the homemaker in search of elegance THE CONNOISSEUR YEAR BOOK 1962 (Ebury Press. 30s.) is full of good, but not necessarily expensive, things. There is an excellent article on *Asia Minor Rug Producer Extraordinary*, showing the contributions of this area since the thirteenth century, a rich and varied pattern. *In Search of Chandeliers* is another fascinating contribution to an annual of all-round interest. THE THEATRE WORLD ANNUAL (Barrie and Rockliff. 27s. 6d.) is a pictorial review of West End productions covering the period June 1960 to May 1961. There is a special section on a notable Old Vic season. THE YEAR BOOK OF ASTRONOMY 1962 (Eyre and Spottiswoode. 15s.) is edited by J. G. Porter. A popular feature is the star charts for the year which will appeal particularly to the amateur, who also has the guidance of month-by-month notes on the planetary orbits. HORSE AND HOUND YEAR BOOK 1961-62 (Odhams. 17s. 6d.) contains a mass of information on racing and bloodstock, hunting and hounds, point-to-point racing and agricultural shows. It is compact and comprehensive.

Richard Edmonds

Construction is advanced on Chichester's new Festival Theatre, set amid trees and parkland

murders will have been committed in Mexico alone." A volume for specialists.

To turn to healthier ground, there is a volume of LIVINGSTONE'S MISSIONARY CORRESPONDENCE—1841 to 1856 (Chatto and Windus. 42s.), edited by Dr. I. Schapera who, earlier, gave us the volumes of Livingstone's private journals and family letters. The present collection shows the explorer in correspondence with the London Missionary Society during the mid-nineteenth century and shows his increasing interest in exploration for its own sake and the excitement of his geographical discoveries. This is a rewarding and, in some instances, a surprising book.

GRANDFATHER'S LONDON (Putnam. 25s.) is a welcome reprint of an album of photographs taken about 1885 and first published, as it is again, with the commentary of Mr. O. J. Morris. The quality of the photographs themselves is remarkable and this book continues to be a "must" for collectors.

Mr. John Bratby's BREAKFAST AND ELEVENSES (Hutchinson. 25s.), which may not establish him among the Tolstoys, or indeed the Benvenuto Cellinis of this world, does demonstrate that the pen, in his hands, is almost as mighty as the brush. The subject is a boy growing up and getting through, for better or worse, the trials of his school days and the story has been treated with a challenging intelligence which may not make it comfortable reading but which is, at the very least, stimulating to thought.

BETHNAL GREEN (Cassell. 16s.), by Mr. Michael Fisher, is a novel about a young man in the East End of London, son of a docker but with other ideas for himself and other, less straightforward ways of making the money he needs for himself and his girl. This is not primarily a story of violence but of growth in courage and understanding.

(*See also page 422*)

Vernon Fane

CHICHESTER'S NEW THEATRE

The topping-out ceremony at the end of November of this exciting new theatre brings a step nearer to reality a project which once seemed an improbable dream. Among those present for the occasion was Sir Laurence Olivier, the theatre's director. Such has been the enthusiasm for the project that over £80,000 of the necessary £104,000 has been subscribed since February 1960. The theatre's auditorium is hexagonal. Its tiers of seats will rise round a central stage. The first season will start next July and Olivier will appear in one play and will direct two plays.

After the topping-out ceremony at the theatre, Sir Laurence Olivier stands among the scaffolding below the roof

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Henry Wilson Smith

As chairman of the Powell Duffryn Group since 1957, Sir Henry Wilson Smith, K.C.B., K.B.E., is head of a £38,000,000 organisation with interests extending to coal distribution, oil storage and distribution, shipping, heating, engineering and timber. Much of this wide spread of activities has been taken on since 1947 when its coal-mining interests were brought under the National Coal Board. Under Sir Henry's leadership the Group has moved through a period of change to a position of prosperity. Born in 1904, Henry Wilson Smith was educated at the Royal Grammar School, Newcastle-upon-Tyne, and Peterhouse, Cambridge, where he gained a double first in History. He entered the Civil Service in 1927 and after serving with the G.P.O., joined the Treasury in 1930. In 1940 he became Principal Private Secretary to the Chancellor of the Exchequer; in 1947 Permanent Secretary to the Minister of Defence; and in 1948 Additional Second Secretary to the Treasury. Sir Henry resigned from the Civil Service in 1951 and joined Powell Duffryn as a director. He is also deputy chairman of the Doxford and Sunderland Shipbuilding and Engineering Co. Ltd. and a director of Guest, Keen and Nettlefolds. From 1956 to 1960 he was a part-time member of the National Coal Board. Married with two sons, Sir Henry lives at the Old Rectory, Stocking Pelham, in Hertfordshire

AIRLINES AND COMPETITION

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

When you travel by air, do you care what company you fly with? As a moderately frequent air traveller (about 35,000 miles in the last twelve months, I suppose) I find, on thinking about it, that I do have a few preferences and prejudices, but that none of them really count against the timetable that tells me what airline has a flight from A to B at about the time I want to go. I go by Caravelle where I can; if I am forced to fly first-class on as short a trip as London-Paris, I'll generally take Air France's lunchtime flight because they once gave me fresh caviar on one of their flights into Moscow. In general, airlines that tell me exactly which seat I have to sit in are airlines I won't fly in again if I have an alternative. There is one aircraft that I won't fly in—though this may be for quite superstitious reasons and certainly not through expert knowledge, so I won't name it. There is one short-range service out of New York which I try to avoid because it waits until passengers get settled and then sends someone round and collects the tickets, instead of taking them at the reception desk. However, these are illogical likes and dislikes one picks up along the way. They are no more comparable, I suppose, to the rational behaviour of "Economic Man" in a market where prices are competitive than the varied responses we display at petrol stations when attendants do—or do not—fuss around us and wipe our windscreens.

These musings were set in train by the sizeable controversy engendered during recent weeks by two decisions, announced in Whitehall—first, that British Overseas Airways Corporations should not be given any further British competition on the North Atlantic, and then, the next week, that British European Airways should be given a good deal more British competition on a variety of European routes. Much of this controversy was centred around the question of whether the Government does want to encourage competition in the air or whether it doesn't. The innocent air passenger, booking his seat on any of a wide variety of airways who each charge him precisely the same fare to fly in exactly the same aeroplane, put into seats that are set by agreement not a millimetre farther apart than each other, and nibbling his sandwich of which the precise size is determined by international agreement, might well be attracted by the advent of some private competition in a business where far too many of the established airlines, he darkly suspects, are nationalised or semi-nationalised.

This attraction lasts until he hears that these vigorously competitive free enterprisers, if admitted to the select "flying club," will operate precisely the same aircraft, sit you in the same seats with the knees of the man behind exactly the same distance from your back and measure off your sandwich with the same micrometer. In this business, competition is certainly pretty orderly.

The International Air Transport Association, a dignified "club" of world airlines, operates as what used to be called a cartel, in that it fixes standard fares and operating conditions for all the major international airline routes. With very few exceptions its regulations are adhered to universally. One national airline, the Icelandic Loftleidir, flies across the Atlantic at fares not much more than half the identical I.A.T.A. rates quoted by other operators, though its flights are economy services and take longer than the jets. Inside national frontiers, again, there is on occasion some competitively-priced flying, particularly where services operate between closely located but not identical airports.

There is a certain amount of competition in service—though this is not often as practicable in European terminals as in American, where some airports have different reception halls for each separate airline. One can improve the décor of the cabin and the hostesses, though both are usually well-designed basic models upon which significant variation needs considerable ingenuity. One can, for a time at least, provide the newest aircraft and fly the trip fractionally faster than anyone else does. Here again, the fact that over any period of years there are only a handful of economical first-line aircraft types to choose from limits one airline operator's opportunity to do a better job than the next.

Are there no benefits possible from competition in the airline business, then? Or has the word simply no meaning? From the passenger's point of view, it is perhaps a good thing to have a number of alternative airlines on a route. The next time an I.A.T.A. meeting comes to consider fares on that route there may just possibly be more to vote for bringing fares down. It has generally been the livelier and better-managed airlines, over the years, that have managed to bring in things like the economy class and to vote cuts in standard fares. Admittedly, if the fares come down they come down across the board, so this remains a curious kind of price competition once removed; but it does have some gradual effect.

Price competition for similar classes of service, however, has seldom been very common in the shipping business, and some experts would be ready to argue that this kind of competition has little place in transport economics. Certainly the attempt to legislate competition into any business situation is a venture that may run into discouragements, as the British Government has quite often found out. The Civil Aviation (Licensing) Act of 1960, which did promise Britain's independent airlines a new deal in competition with the nationalised corporations, brought Whitehall considerable embarrassments with its first crop of decisions.

The Air Licensing Board that was set up under this Act did approve a daily transatlantic service by Cunard-Eagle, which indeed ordered three Boeing 707 aircraft to operate the flights. This is a condition of being licensed on such a regular service. Independent airlines applying for scheduled routes are not only subjected to a fairly detailed financial scrutiny of their assets and viability, but have to demonstrate that they have the aircraft and the organisation capable of carrying out the operations for which they want licences. When the Commissioner appointed by the Minister of Aviation upheld B.O.A.C.'s appeal against the Board's first decision, and the Minister himself confirmed this decision, Cunard-Eagle was obliged to offer these aircraft for sale, long before they had in fact been delivered.

This appeal by B.O.A.C. was successful, it has been argued, because all airlines have had a very bad summer's business on the North Atlantic. B.O.A.C. was no exception to this—financially it appears to have fared worse than most. Business in the last month or so has picked up to record levels, and even the summer's business represented only a disappointing rate of increase, not an actual decrease. But there were

The main concourse of the new buildings at London Airport which are to deal with the handling of passengers on long-distance flights

certainly a very large number of empty seats flown across the Atlantic this summer in aircraft costing millions of pounds each. This is not necessarily as costly as it sounds; because of their efficiency and low operating costs when in constant use, the big jets can break even with a considerably lower "load factor" of occupied seats than their predecessors, the big piston-engined craft, used to be able to. But it has certainly meant less growth in the business than everyone has been counting upon and investing in.

British European Airways, in contrast to its long-range cousin, has managed to keep its accounts in the black. Whether this is a logical reason to increase the competition with which if has to cope is anybody's question, but it is certainly in line with enduring elements in British political attitudes towards business, private or nationalised. The licences granted to a large number of independent airlines to run scheduled services in competition with it, however, are only the first hurdle these airlines have to scale. They still face the possibility of appeals by B.E.A.

Even if any appeals by B.E.A. are not successful, there remains the fact that a licence to fly a service to some destination in Europe does not mean that the airport in question, or its government, is going to grant British aircraft landing rights for further services. These landing rights are generally arranged by a process of horse-trading, or the offer of "pooling arrangements" to airlines of the other country, under which total revenue is shared in a predetermined proportion regardless of which line between the two cities passengers actually choose to travel in. Obtaining extra landing rights for new British airlines that may not be at all anxious to share their problematical revenues with other people will add a new complication to the Government's hopes of getting more competition in airlines. The sceptical passenger may note, however, that some of the new-comers already know the game of competition as it is played in the air; two of the largest independent airlines that bid for certain routes in competition with B.E.A., had come to a friendly agreement beforehand not to bid against each other.

A stage in the making of Embassy cigars at the Bristol factory of W. D. and H. O. Wills

Filler tobacco, after blending, is brought to the

Right: Removing the stem of a Havana leaf at the London factory before it goes to the cigar-making machine

Preparing the binder leaves for manufacture by removal of the centre stem

ADOLF MORATH PHOTOGRAPHS

BRITISH INDUSTRY

British cigar manufacture in two factories of the Imperial Tobacco Group in Bristol and London

One of the main virtues of the British cigar manufacturing industry is that it provides a good cigar at a reasonable cost. It possesses the skilled knowledge required for the selection and blending of the tobacco leaf for the various parts of the cigar which takes years to acquire. A cigar consists of the filler, which is the body and the shape of the cigar, the binder, which wraps the filler to form the bunch, and the wrapper, a narrow strip of leaf which is rolled spiral fashion round the bunch to complete the cigar.

Specially-designed machines are used, each manned by two highly-skilled operators. One feeds the binder leaf to the machine which supplies the requisite amount of filler and prepares the bunch. The other spreads the wrapper leaf for cutting to shape and subsequent rolling on to the bunch. The cigar is cut to the correct length and the top

(Continued on following pages)

orrect condition for manufacture

Laying the wrapper leaf on the die of a cigar-making machine at the London factory of Churchman, Lambert and Ringer

Laying the binder leaf for cutting in the manufacture of Castella cigars at Wills

The colour sorting of Embassy Emperor cigars ensures evenness

(*Continued from page 412*)

is smoothed by a revolving thimble. In order that all the cigars in a box shall match each other for colour and shade, the cigars are sorted, immediately after manufacture, into three colours and each colour into five or six shades ranging from light to dark.

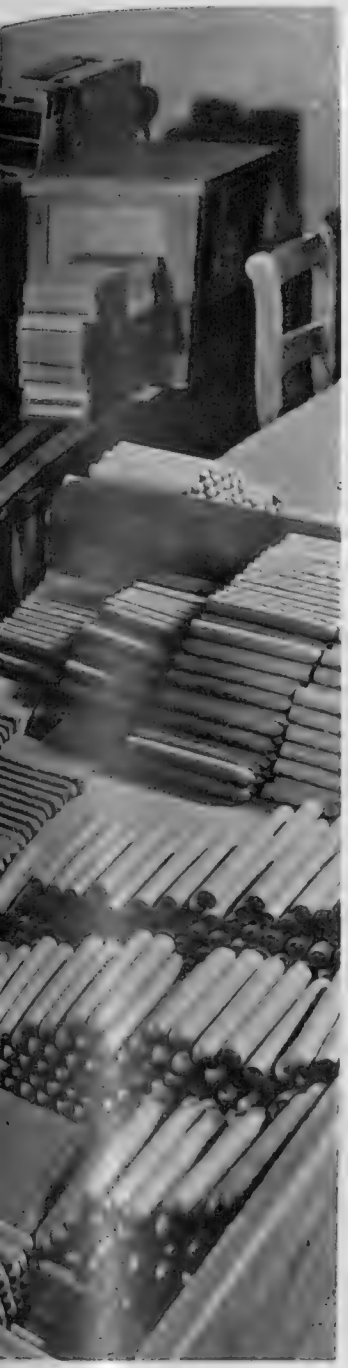
After they are sorted, the cigars are placed in drying boxes, pressed and left to dry. Many cigars are banded and individually wrapped in transparent moisture-proof film in order to protect them from damage and variations in climate. They are then transferred into the final box, which, when labelled and stencilled, is sent to the Stock Room to allow the cigars to mature. The smoking quality is greatly affected by the conditions under which they are stored, and it is desirable that they be kept in an even temperature of about 63 deg. to 65 deg. Fah. Cigars remain in the Stock Rooms of the two factories described here for several months so that they may be fully matured before they reach the smoker.

The chief sources of supply of tobacco for cigars are Cuba (Havana), Jamaica, Brazil, U.S.A. and Indonesia. The flavour of the tobacco grown in the island of Cuba and marketed in Havana remains the standard by which other types are judged.

All cigar tobacco is air cured and great care must be given to each leaf on the plantation to prevent damage by disease or mishandling and to ensure a uniform colour. Leaves are graded for size, colour and texture before leaving the country of origin.

The two British cigar factories illustrated on these pages are of W. D. and H. O. Wills in Bristol, and Churchman, Lambert and Ringer in London, branches of the Imperial Tobacco Company. They are both of equal size (around 120,000 sq. ft.) and both have several hundred employees.

Left: After wrapping the cigars are again inspected and packed into containers of twenty-five



sh in the box

BRITISH INDUSTRY

British cigar manufacture in two factories of the Imperial Tobacco Group in Bristol and London

Laying the wrapper leaf on the die in the making of Tom Thumb small cigars at the London factory

The final inspection of Embassy Emperor cigars prior to storage for maturing

Picador cigars being packed into tins at the Wills factory

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INDUSTRY AND THE STOCK MARKET

PROFITS IN PAINTS

By "THE SPHERE" CITY CORRESPONDENT

"It is confidently expected that profits for 1961 will show an encouraging increase over 1960." This optimistic forecast, a pleasant contrast with the flow of cautionary statements now coming from company chairmen, was made a few weeks ago by the directors of Berger, Jenson and Nicholson, the £13,000,000 paint group formed last year through the merger of Lewis Berger with Jenson and Nicholson. Paint is one of the many industries whose basic function is to serve other industries, so that the output of paint tends to follow the trend in national production as a whole. Paint also has important sales to consumers, for decorative uses, which gives the industry a useful stabilisation basis. At present, about 16 per cent. of all paint production is thought to go to "do it yourself" amateur home decorators. In recent years the production of paint has grown faster than British industry's total output. Since 1954, paint production has grown by 34 per cent., compared with the 23 per cent. expansion shown by manufacturing industries as a whole.

Britain's paint industry is made up of a small number of large firms, which carry out their own research and make their own raw materials, along with several hundred smaller companies among whom competition is intense. Materials and fuel are the largest items in the paint manufacturer's bill, with wages, salaries and transport the next most important. For investors, the large companies in the industry are clearly the most attractive. These should benefit most from the development of new paints, from the production of cheap raw materials and from the growing importance of chemicals alongside production.

Two of the largest paint groups in Britain are Imperial Chemical Industries and Courtaulds—the latter recently absorbed the Pinchin Johnson Company. But for neither of these groups does paint represent the most important interest, and investors who are attracted to the paint industry should also consider one of the specialist, larger companies. These are notably Berger Jenson, British Paints, International Paints and Blundell-Permoglaze. Between these two groups of companies—I.C.I. and Courtaulds contrasted with the specialist paint producers—stand Wall Paper Manufacturers. Their main business is wallpaper production, where they now have a dominant place in British industry, but Wall Paper have also been extending their paint interests and control Smith and Walton; Farmiloe; and Walpamur.

Of the specialist producers, Berger Jenson reported a setback for its first combined trading period, with earnings roughly 14 per cent. down on the previous year. For 1961, this decline is expected to be made good and the dividend has been forecast at 14 per cent., the same rate paid by Lewis Berger before the merger. Further benefits from the merger should appear in the 1961 results, while the current year's figures will include every member of the group for a full year.

Mergers have been widespread in the paint industry, but British Paints and International Paints form an exception. Discussions for a merger which began last August had to be abandoned in October. The two companies are roughly similar in size, each commanding some £10,500,000 of assets. British Paints includes two groups, the original British Paints firm with a second concern which specialises in anti-fouling compositions. International has a widely-spread business, which also includes a division specialising in ships' paints. Profits of both companies suffered in 1960. Both boards of directors, reporting earlier this year, told their shareholders that competition had helped to reduce profit margins.

British Paints' dividend has been raised from 20 per cent. in 1958 to the 1960 level of 27½ per cent., while International's payment has been held at 20 per cent. since the former year. Both chairmen will no doubt give shareholders some reasons for the breakdown of merger talks, while the City does not generally expect merger overtures to be renewed.

One of the smaller paint groups, also the product of a merger, is Blundell-Permoglaze. The original company, Blundell Spence, is based on Hull and during 1960 issued shares in exchange for Permoglaze Holdings. This merger complicates profit comparisons, but one indication of growth is that shareholders' dividend rate has been increased from the equivalent of 10 per cent. in 1958 to its present level of 18 per cent.

The paint industry is a large one, and investors have a particularly wide choice. Apart from the companies mentioned, shares can be bought in firms such as Leyland Paint and Varnish, Donald Macpherson and Manders. Concerns which are partially interested in the paint industry include companies such as Goodlass Wall and Kelsey Industries.

Any potential buyer of paint shares must decide whether he is interested in paint as consumer goods or as an indicator of overall industrial trends. Those aiming to follow consumer trends should probably choose Wall Paper Manufacturers. They have a wide range of decorating interests. Investors who wish to follow general industrial growth could choose either Berger Jenson or Blundell-Permoglaze.

Wall Paper Manufacturers are the clear choice for investors concerned with capital appreciation rather than with current dividends. Wall Paper's rate of expansion has been impressive by any standards with shareholders' payment rising from 27½ per cent. three years ago to its present equivalent level of 37½ per cent. Paint shares proper will appeal primarily to those interested in income, with yields now between 6 per cent. and 8 per cent.

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A new feature of the Staffordshire countryside is the Tittesworth Reservoir Dam under construction near Leek for the Staffordshire Potteries Water Board. In the aerial view, **above**, can be seen the valve tower and spillway centre background, with the outlet tunnel to the right: **Left:** Behind the dam running across the centre of the picture, is the area where the water will be impounded from January 1962. In the right foreground is the New Water Treatment Plant, at present under construction. When it is completed it will enable the reservoir water to be used for domestic purposes. The Tittesworth Dam, which is being built by John Howard and Co. Ltd., under a £1,000,000 contract, is due to be finished in May 1962. It will be used to supply water for industrial and domestic purposes. The consulting engineers are Binnie Deacon and Gourley. As part of the contract, 1,000,000 tons of sandfill were placed in position to form the actual dam. The catchment area will cover 6,952 acres

WATER FOR THE POTTERIES

MOTORING

WAITING FOR SILENCE

Delays in the new regulations for noise control; a warning demonstration; driving the new Austin A40

By COURTENAY EDWARDS

I suppose there *are* more urgent problems, but the Ministry of Transport is taking an unconscionably long time bringing in new regulations for motor vehicle noise control. In the House of Commons recently Mr. John Hay, the Ministry's Joint Parliamentary Secretary, reported that new regulations to check excessive noise are under preparation, but ominously added: " I can't say yet when work in this complex field will be completed."

Just how dilatory the Department has been is shown by the fact that Mr. Ernest Marples's new regulations will be based on technical recommendations not very different from those put forward in 1938. " The technical problems . . . had been largely solved in 1938," declared Mr. D. W. Robinson, of the National Physical Laboratory, Teddington, Middlesex, in a recent lecture.

The Laboratory has been working hard on these problems. So has the Motor Industry Research Association, especially in the field of maximum levels of permissible noise as distinct from methods of measurement.

At present the law merely demands that all motor vehicles must be fitted with efficient silencers. The enforcement of this requirement has been handicapped by the lack of a method of noise measurement which, in the courts, would " remove the element of personal opinion."

I am assured that reliable, practical, sound-level meters are now available. And the British Standards Institution has already issued provisional recommendations which are in line with international thinking on this vital subject. So what are we waiting for?

I applaud the steps jointly taken the other day by the Transport Ministry and the Commissioner of Police to warn motorists of the need for special care during the winter months in meeting bad weather hazards, including the skid menace.

They held a Press Conference on the subject at the Metropolitan Police Driving School at Hendon and followed it by a brilliant display of driving on the school's famous skid pan. Lord Chesham, Parliamentary Secretary to the Transport Ministry, came along to give some sound advice which was largely based on his own long motoring experience but reinforced by Hendon expertise. I admired him for driving a battered police Wolseley with bald, hard-pumped tyres on the treacherous skid pan in front of so many hard-bitten spectators, but realised that with my old friend Police-Sergeant Bill Mason sitting courageously by his side, he had one of the best mentors in the business.

His lordship did very well and did not turn a hair when he turned his Wolseley in some graceful pirouettes. He showed how, with a little practice, even bad skids can be corrected safely, and I welcomed the verbal support he had given earlier for the idea that skid pans should be constructed in as many places as possible so that the motoring public could practise skid control.

The Institute of Advanced Motorists fully appreciates the value of such facilities and I should imagine that with a little financial encouragement from the Ministry they might be persuaded to establish and operate a national network of skid tracks. I use that term because I am not convinced circular skid patches like the one at Hendon are the best possible pattern. Something which more faithfully reproduces normal road conditions would be even more effective.

Motorists looking for an economical family saloon in the £650-£700 price bracket would be foolish to overlook the virtues of the new Austin A40—the Mark II—announced just before the London Show. This comfortable, good-looking four-seater was the first British Motor Corporation model to be styled by Pininfarina of Italy, and even those perfervid patriots who think all British cars should be shaped by British stylists (of whom there are many of great talent) will admit that the A40 has a *chic* all its own.

It first appeared in the summer of 1958 and has since proved one of B.M.C.'s most popular cars. It continued with little or no change until the recent announcement of the Mark II 1962 version, which incorporates a number of important changes. The power of the 948-c.c. engine has been stepped up 8½ per cent. to 37 b.h.p. at 5,000 r.p.m.; and there are new seats (which I don't find very comfortable), new interior trim and a redesigned fascia (which I like very much).

The Austin A40 Mark II saloon has an engine of increased power, new seats and a re-designed fascia

There are now an anti-roll bar at the front, telescopic dampers at the back in place of the lever type, and a bigger fuel tank (7 gallons). Extension of the wheelbase by 3½ ins. (without increasing the car's overall length) gives more leg room for the passengers in the back seat, and the rear seat cushion can now be hinged forward and the squab folded down to give a flat floor for bulky loads.

Here are a few faults: There is still no room for the left foot at the side of the clutch pedal. It was sometimes impossible to engage second gear cleanly in an otherwise excellent four-speed gear-box. The choke control was stiff and the entire fascia flexed a bit when it was being pulled out. The retractable ashtray did not move smoothly and neither did the heater controls. It amazes me that car firms do not pay more attention to important details of this kind.

I like the A40's new full-width, aluminium alloy radiator grille and applaud the use of stainless materials (on the de luxe model) for the screen and window surrounds and the waist mouldings. The A40 costs £657 in standard form and £694 in the de luxe edition. In its Italian form it is being assembled in Milan by Innocenti, the famous engineering firm which builds Lambretta scooters. The Countryman estate car variant costs £679 (or £716 in de luxe form). Top speed is 75 m.p.h., and even when touring in a hurry you can rely on a petrol mileage of close on 40 to the gallon.

A view of the control tower in the car park of Maidstone market. Recently Maidstone has solved the problem of allocating parking-space for the people who come into the town on market day by providing this tall tower in the centre of the car park. From this a policeman can see where spaces are available and can signal to the gate-keepers the number of spaces in the various lanes

Briefly. . . . Rospa, increasingly concerned about road accidents to children under five, is forming a " Tufty Club " to publicise road safety among the tots. Its symbol: A bushy-tailed red squirrel named Tufty Fluffytail. . . .

Cars seven years old or more are now subject to annual roadworthiness test. One and a half million motor vehicles aged between seven and ten years will have to be tested before the end of this month). . . .

Britain built fewer cars in October compared with October 1960 (75,372 against 90,312), but exported more (33,791 compared with 24,937. . . .)

This week's opening of a rapid car wash station at London's White City is part of Mr. Noel Evison's programme to ring Britain with a chain of ninety of these establishments by next March. . . .

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GOOD LIVING

By Ganymede

Centuries before the National Health Service, when monks in many European monasteries were the pharmacists of the people, the ideas for some of the most famous liqueurs were born. Without doubt, they were created as medicines to aid digestion, and that is why so often they are referred to as " digestifs " in France to this day. I would hate to express an opinion on their value in that capacity. It is not for us to ask why our friends are addicted to a certain liqueur. If they have faith in the beneficial qualities of their choice, it is more likely to do them good. Whether we hold the same view or not, we drink these sweetened, flavoured spirits for pleasure, as a very satisfying conclusion to a meal.

The variety is so immense and the possible ingredients are so numerous that classification by flavour is extremely difficult. A rough division can be made between two kinds: some are based on herbs and others on fruits. The recipes, often secret, of some herb-based liqueurs, contain 100 or more different herbs. Such liqueurs, can have a composite unique flavour of their own, where no single herb dominates. Chartreuse, one of the very few liqueurs still made by monks, has achieved world fame with its special flavour. Similar products are made by others in France and elsewhere, but, obviously, none of these can be exactly the same. One hundred and three herbs are said to be used in the recipe for Green Chartreuse, and not quite as many for the Yellow. Brandies distilled from specially selected wines provide the alcohol base. Incidentally, the alcoholic strength of Green Chartreuse is the highest of all liqueurs, being 4° under proof (55° Gay Lussac); the strength of Yellow Chartreuse is about average among the better liqueurs at 25° under proof (43° Gay Lussac). Both are made today by the monks of the Grand Chartreuse monastery near Grenoble, after an interruption due to the expulsion of the Order from France in 1903 and its readmission in 1940. During that interval Chartreuse was made in another Carthusian monastery at Tarragona in Spain. Now the liqueurs are made from the original recipe in both places.

The recipe for Benedictine, another world-famous neutral herb liqueur, is attributed to a sixteenth-century monk. Seventy years after the French revolution it came into the hands of M. Alexandre le Grand, an enterprising wine merchant. He founded the great enterprise based on the ancient liqueur formula containing many herbs which grow on the cliffs near Fécamp. Here, on the site of an ancient monastery, Benedictine is made on a large scale. Other neutral herb liqueurs are Vervoine du Velay, individual varieties of Fior d'Alpi made by several Italian makers, Izarra, with an Armagnac base, made in the Basque country, La Vieille Cure from the Gironde, the Italian Strega, to mention only a few.

Of the herb liqueurs with one particular herb dominating the flavour, Kummel (caraway seed) is the most popular. This is produced by many makers, in many countries. The best known are Wolfschmidt, Bols, Mentzendorff, Fockink. Mint is used a great deal as a flavouring herb (Creme de Menthe), and so is aniseed by many makers, including the most famous of all, Anisette of Marie Brizard.

Of the fruit flavoured liqueurs probably cherry brandies and liqueurs are the most numerous. (According to law a fruit brandy must contain at least 20 per cent. grape brandy and 40 per cent. spirit in all. Otherwise it must be called a liqueur.) The Danish Cherry Heering is the most famous. Next, in this country, comes Grant's Cherry Brandy made in Kent. Cherry brandies and liqueurs must not be confused with Kirsch (Kirschwasser), which is an unsweetened spirit distilled from cherries. Apricots, strawberries, peaches, in fact, nearly every kind of fruit, form the basis of liqueurs, but oranges have a special place. From their peel are made the liqueurs known as Curaçaos. Practically all liqueur manufacturers, especially in Holland and France make a colourless variety, called Curaçao Triple Sec. To avoid confusion with the products of other firms, Cointreau of Angers, France, have dropped the description " Triple Sec Curaçao," and their brand is now simply known under the name of the firm. The other kind is orange-coloured and is called Orange Curaçao. Grand Marnier, the best known, is based on fine Cognac, which gives it an individual character. Several Dutch firms make Orange Curaçao. Fockink's is made in various colours: orange, brown, white, blue and green.

The still room in the Cointreau Distillery at Angers

Even such a sketchy article as this would be incomplete without the mention of the only British liqueur of world fame, Scotland's Drambuie. Based on a fine blend of matured whiskies, and a secret selection of herbs, its recipe is reputed to have originated from Bonnie Prince Charlie. He was supposed to have given it to a Mackinnon who sheltered him after the battle of Culloden. Its manufacture is still in the hands of the same clan.

The choice is infinite, and is further enhanced by the possibility of the drinker making his own blend, mixing two or more liqueurs together. Green (one third) and yellow (two thirds) Chartreuse make a popular combination known as L'Episcopale. So many people have added brandy to Benedictine that the makers themselves market the mixture now, under the name of " B and B " (" Cachet Or " in France). If you want to do some experimenting, you might try mixing whisky and yellow Chartreuse in equal proportions; the result is very pleasing and not unlike Drambuie.

BOOKS (*continued from page 409*)

GOD AND MARXISM

Mr. Walter Kolarz has a very high reputation among experts for his expertise about the Soviet Union and Communism. His new book, RELIGION IN THE U.S.S.R. (Macmillan. 50s.), will certainly enhance that reputation, for there is no other source which contains so comprehensive a picture of the subject, or so much clear and fully-documented material. Mr. Kolarz has weighed up the evidence (after very deep research) about what is the position of those people in the Soviet Union who are believers. He is himself a Christian, but he does not confine himself to Christianity, and some of the most interesting chapters are concerned with Islam and Buddhism. He gives a concise account of the history of every known religious community of any significance in the Soviet Union, its development in Czarist Russia, and its fortunes since 1917.

Much space is naturally devoted to the Russian Orthodox Church. He traces the history of its relations with the Soviet regime: the ruthless persecution of priests and dignitaries, culminating in the purges of 1937 and 1938. During this period, the Church maintained its existence only by acts of official collaboration which weakened its spiritual authority until, after the Nazi invasion of 1941, it regained its status as a focus of patriotic feeling in a grave national emergency. The Concordat of 1943 restored a remarkable degree of recognition, and even privilege, to the Church, which has again become a wealthy institution. It has also again become, in spite of the intensive anti-religious propaganda which continues, an organ of national policy. This is mainly restricted to official Church pronouncements in support of Soviet policy, especially " peace " propaganda; in Church participation in diplomatic functions, and in the growing participation of the Russian Orthodox Church in international Church affairs. Although in this capacity, its leaders have made compromises, they have also brought believers in Russia again into contact with other Churches.

Moreover, the restoration of the seminaries and theological colleges has ensured that religious institutions will be available for the next generation as well as this: and there are many young believers.

Perhaps the most savagely persecuted communities have been the Roman Catholics and the Buddhists, but even these have survived, like the numerous Protestant sects. The Muslims, at first tolerated, have also been subjected to severe persecution, and the Government has tried to subordinate them completely to official control. Yet, despite the imposition of a façade of Communist-controlled official priests (the " Red Mullahs "), who are merely agents of Moscow policy towards the Muslim world, Islam has persisted very widely and deeply among the 25,000,000 or so Soviet citizens of Muhammadan culture. The Jewish community, which had a long experience of persecution in Czarist Russia has fared no better in the Soviet Union. It has had to endure not only the traditional anti-semitism, but a systematic attack on Jewish religion and cultural life.

Yet all these religious communities have survived in numbers which compare well with those in countries where there is complete tolerance. Even at the lowest estimate, there are many more practising Christians in the Soviet Union than members of the Communist Party. This seems to bear out Mr. Kolarz's conclusion that four and a half decades of Communist rule have signally failed to put an end to the religious era in the history of mankind.

Another much shorter book on the same subject published almost simultaneously is by a White Russian living in Paris, Constantin de Grunwald. GOD AND THE SOVIETS (Hutchinson. 30s.) is mainly based on conversations and observations during a recent visit to the Soviet Union. Although it is written from a Russian Orthodox viewpoint, and goes less deeply into the question, it makes an interesting supplement to some parts of Mr. Kolarz's book.

George Gretton

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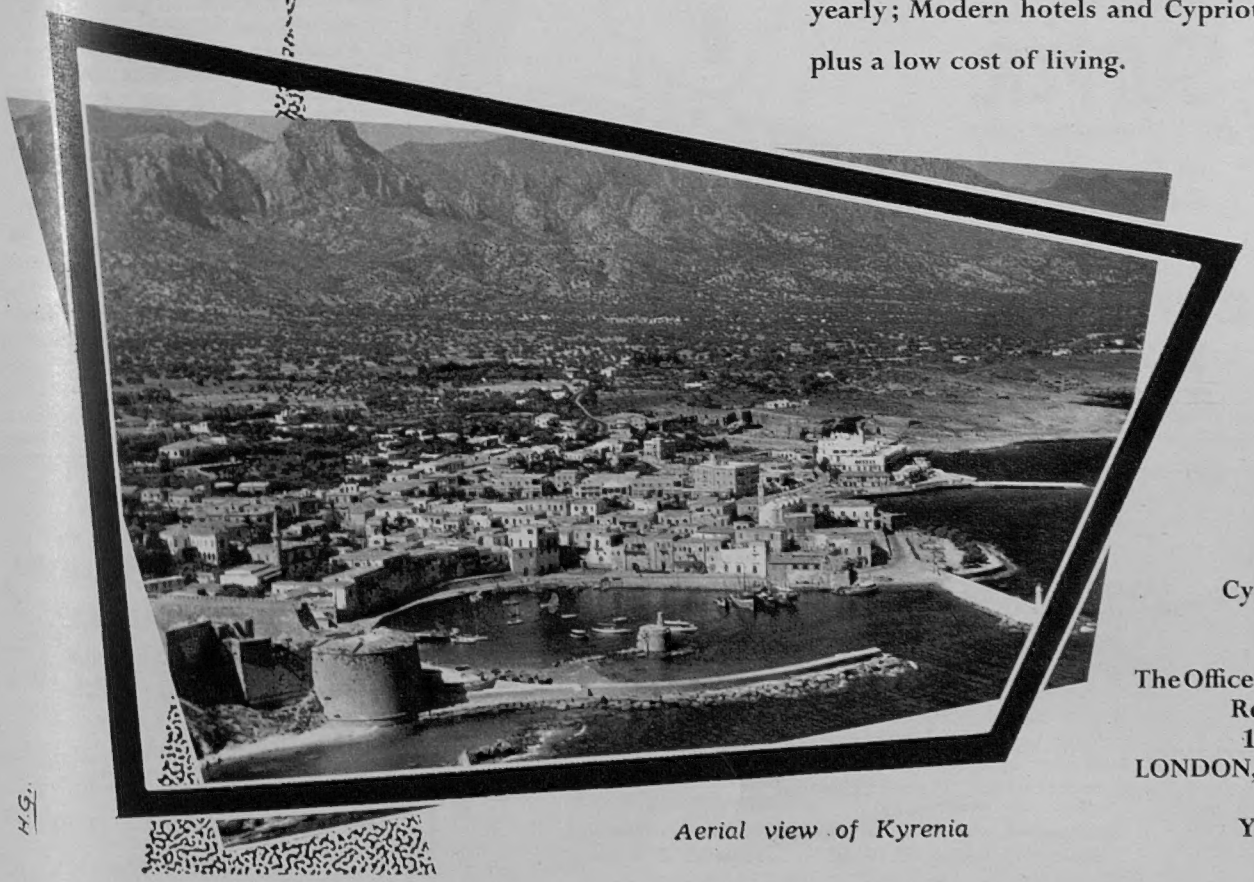

Aerial view of Kyrenia

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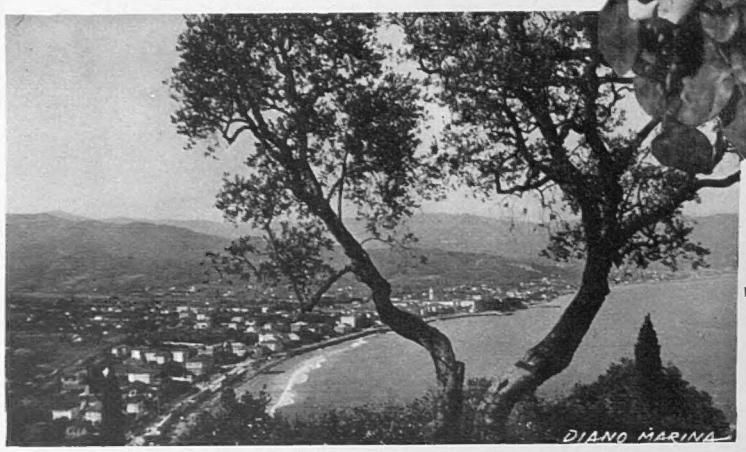

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

CHRISTMAS. Each year we wake up one morning to the realisation that Christmas, with all its annual problems, is rapidly approaching.

Presents and cards to buy, those once-a-year letters to keep friendships in good repair and—importantly for many and the most difficult problem of all—where to spend one's Christmas and be in tune with one's surroundings.

Would that I were writing of Christmas 1962 instead of the last week of 1961 for, with a mass of Hotel Christmas arrangements in front of me, I am conscious of the fact that the majority of hotels catering for visitors at that time are already full and consequently I hesitate to name individual hotels.

Yet, I am equally aware that illness, and other causes, may mean cancellations so, for those who are prepared to ask for their names to be put on the waiting list of a number of hotels, or for those who are wise enough to think in terms of 1962, here are some pointers to a happy Christmas—dependent on your taste.

Christmas in London. Though Londoners flock out there is ever a big influx as well. Some choose hotels where everything is laid on for residents and non-residents in tip-top style. All in the international class vie with each other in novelty from cuisine to cabaret, cabaret to crackers.

Other hotels cater for these who are content with the best of Christmas fare and leave their guests free to go out for the entertainment of their choice.

Accommodation is more easily come by at Christmas time at such hotels, and examples in such a category are *The Gore*, Queen's Gate (Tel. KNIghtsbridge 4222), *The Goring*, Buckingham Palace Road (Tel. VICtoria 8211) and *White's* in Lancaster Gate (Tel. AMBassador 2711). In a less expensive category I suggest one of the North Group of South Kensington Hotels (write: The North Hotels, 14, Cromwell Place, S.W.7), *Queensberry Court Hotel*, Queensberry Place, S.W.7 (Tel. KENsington 3693); *White Hall Hotel*, Bloomsbury Square, W.C.1 (Tel. CHAncery 5401); *White Hall Hotel*, Montague Street, W.C.1 (Tel. LANgham 5871).

By-the-sea. Both large and small resorts are likely to be displaying the "House Full" boards this Christmas. At the former Christmas is a great occasion at hotels such as *The Grand* (Tel. 23211), *Metropole* (Tel. 24041) and *Royal Albion Hotels*, Brighton; *The Burlington* (Tel. 2724), *Cavendish* (Tel. 2740), and *Grand* (Tel. 1600), Eastbourne; the *Royal Bath* (Tel. 25555) and *Carlton* Hotels (Tel. 22011), Bournemouth; the *Grand* (Tel. 25234) and *Imperial* (Tel. 4301) Hotels, Torquay.

There are, too, plenty of first-class hotels in the smaller resorts and on the south-east and south-west coasts—*The Beresford*, Birchington-on-Sea (Tel. Thanet 41345); *The Imperial*, Hythe (Tel. 67441) and *The Victoria*, Sidmouth (Tel. 951) come to mind.

Yet it is the smaller hotels, which offer no particular set programme, where accommodation is more likely to be obtainable and, though I cannot hope to keep pace with the booking charts at individual hotels, I will name a number of resort hotels where I am sure Christmas festivities will be maintained in a traditional rather than a "set programme" way.

Folkestone—*Burlington Hotel.* A first-class hotel, deliciously warm and comfortable on a winters night. No Christmas programme. So admirably suited for those who prefer to spend Christmas quietly. (Tel. 54663).

Cooden, near Bexhill—*Cooden Beach Hotel.* The same remarks as above apply here. (Tel. 281).

Bournemouth—*Arncott Hall.* No Christmas programme. Admirably suited for anyone content with comfortable surrounds and the turkey and trimmings done to a turn. Here everything is on a homely basis, even the cakes for afternoon tea. (Tel. Westbourne 63050).

In the country. At Christmas time there are those who find a more genuine ring about Christmas in the country, rather than at the sea. For such, the following come to my mind.

Near Ross-on-Wye—*Hotel Pengethley;* where Mrs. Nicholas and her family can offer a set programme, good cheer in plenty and a lovely countryside. (Tel. Harewood End 252).

Cirencester—*Stratton Hotel.* A fine base for a Christmas holiday in the Cotswolds. A Christmas programme. The surety of good food and wine and, given fine weather, Christmas Day Service at Gloucester Cathedral or at Malmesbury Abbey, is a happy thought. (Tel. 836.)

The smaller one's choice, the more friendly is the Christmas environment likely to be, so here are two guest houses I have picked out of my Christmas collection.

Sampford Peverell, near Tiverton, South Devon—*Merriemeade Hotel.* Here is a country house Christmas for up to a dozen people and a programme arranged to suit the guests. (Tel. 385).

Near Chard, Somerset—*Stuckey Farm.* A charming sixteenth-century farmhouse hotel, thatched, stone-built and delectable in its rural charm. Location three miles off the A.30 between Crewkerne and Chard. (Tel. 321).

Tedburn, St. Mary, near Exeter—*King's Arms.* Having spent more than one Christmas here, I write with affection. I hope Frank is still there to organise the "burning of the faggot" a great Devon custom in the huge fireplace of the cosy bar. Good food and good cheer will be much in evidence.

Chester—*The Blossoms.* By tradition, Christmas is never celebrated at *The Blossoms* with organised parties or festivities and many people return year after year to spend a quiet Christmas in the friendly atmosphere of an hotel whose roots, nurtured in travel, can be traced back to the fifteenth century.

Taunton—*Castle Hotel.* Mr. P. F. Chapman, Resident Director, writes me . . . "We put on very special menus, we decorate the hotel in a traditional manner and we provide our visitors with a very comprehensive list of entertainments, sporting fixtures, etc., in the neighbourhood. Inside the hotel we let our friends enjoy themselves in peace. There is no 'Wakey Wakey' or any other form of compulsion."

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